Corrigenda for 2025 Classification Technical Rules

2025

* Please note that this corrigenda is for the printed version of the 2025 Classification Technical Rules, and the PDF files posted on the website have been corrected.

PART 7 (CH5, 6)

Amendment	Note

PART 7 Ships of Special Service (Ch 5, 6)

Annex 7B-1 Table of Summary of Minimum Requirements *(2021)*

〈Omitted〉

Note ;	
~~Subindex a) ~ (m)~~	~~〈omitted〉~~
Subindex (a)	If the product to be carried contains flammable solvents such that the flashpoint does not exceed 60°C, then special electrical systems and a flammable-vapour detector shall be provided.
Subindex (b)	Although water is suitable for extinguishing open-air fires involving chemicals to which this footnote applies, water shall not be allowed to contaminate closed tanks containing these chemicals because of the risk of hazardous gas generation.
Subindex (c)	Phosphorus, yellow or white, is carried above its autoignition temperature and therefore flashpoint is not appropriate. Electrical equipment requirements may be similar to those for substances with a flashpoint above 60°C.
Subindex (d)	Requirements are based on those isomers having a flashpoint of 60°C or less; some isomers have a flashpoint greater than 60°C and therefore the requirements based on flammability would not apply to such isomers.
Subindex (e)	Applies to n-decyl alcohol only.
Subindex (f)	Dry chemical shall not be used as fire-extinguishing media.
Subindex (g)	Confined spaces shall be tested for both formic acid vapours and carbon monoxide gas, a decomposition product.
Subindex (h)	Applies to p-xylene only.
Subindex (i)	For mixtures containing no other components with safety hazards and where the pollution category is Y or less.
Subindex (j)	Only certain alcohol-resistant foams are effective.
Subindex (k)	Requirements for Ship Type identified in column e might be subject to regulation 4.1.3 of Annex II of MARPOL.
Subindex (l)	Applicable when the melting point is equal to or greater than 0°C.
Subindex (m)	From vegetable oils, animal fats and fish oils specified in the IBC Code.
Subindex (n)	Confirmation that the product is composed of Triglycerides, C16-C18 and C18 unsaturated shall be required in order for the entry to be used. Otherwise, the more generic entry "Used cooking oil (m)" must be used.
Subindex (o)	Indicates that the entries are to be used solely for backloading of contaminated bulk liquids from offshore installations used in the search and exploitation of seabed mineral resources.
Subindex (*)	Indicates that with reference to Annex 7B-4(101.3), deviations from the normal assignment criteria used for some carriage requirements have been implemented.

- Editorial error corrected.

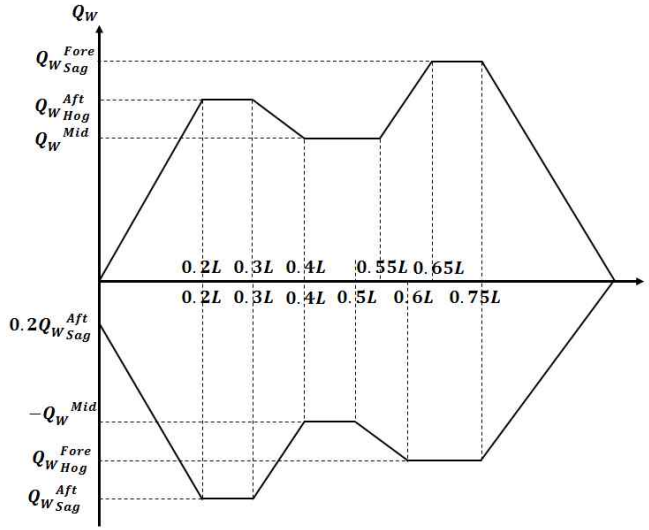
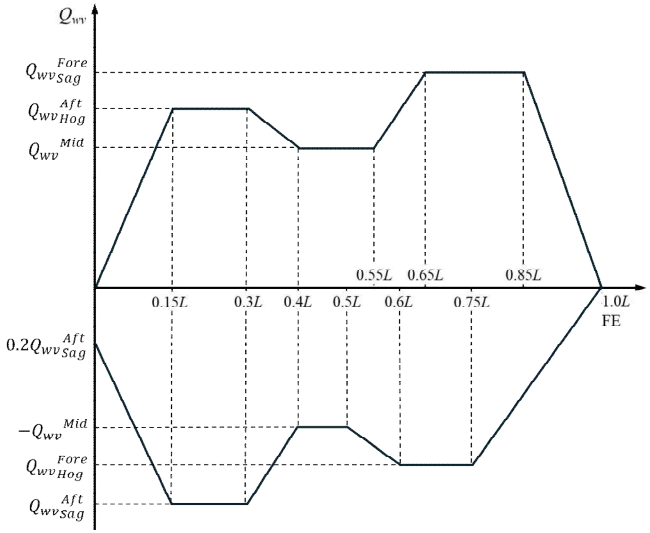
PART 8

Present	Amendment	Note
〈Guidance〉 - Pt 8 **Ch.7 Containment of Fire** **Section 6 Ventilation Systems 【See Rule】** 601. ~ 604. 〈omit〉 **605. Exhaust ducts from galley ranges *(2017)*** **1.** 〈same as present〉 **2.** 〈same as present〉 **3.** In applying **605. 1** and **3** of the Rules, fire dampers do not need to pass the fire test in either **Res. A. 754(18)** or **FTP code Annex 1 Part 3**, but should be of steel and capable of stopping the draught. The requirements to "A" class applies only to the part of the duct outside of the galley. And the term"spaces containing combustible materials" will normally apply to all spaces in accommodation. ⚓	**〈Guidance〉 - Pt 8** **Ch.7 Containment of Fire** **Section 6 Ventilation Systems 【See Rule】** 601. ~ 604. 〈same as present〉 **605. Exhaust ducts from galley ranges *(2017)*** **1.** 〈same as present〉 **2.** 〈same as present〉 **3.** In applying 605. 1 and 3 of the Rules, fire dampers do not need to pass the fire test in either Res. A. 754(18) or FTP code Annex 1 Part 3, but should be of steel and capable of stopping the draught. The requirements to "A" class applies only to the part of the duct outside of the galley. And the term"spaces containing combustible materials" will normally apply to all spaces in accommodation. The provisions of this 3 should be applied to ships built **before** January 1, 2016. ⚓	- IACS UI SC118 (Rev.2) Exhaust duct from galley ranges (1) The above UI was reflected in the Guidance Pt.8, Ch.7, Sec.6 605.3. At the time of the revision of this UI in 2015 (Rev.2), it was limited to be applied only to ships built before January 1, 2016, but it was not reflected. (2) In order to refer to ships built before 2016, it was decided to add only the phrase that the relevant provision apply to ships built before 2016 (error processing).

PART 9

Present	Amendment	Note
⟨Rule Pt 9⟩ CHAPTER 2 CARGO HANDLING APPLIANCES Section 4 Crane 403. Strength and Construction 8. Fixed Posts (1) The fixed posts are to be effectively connected to the hull structure in accordance with the requirements in **303. 4** (1). (2) The upper part of fixed post where the flange is attached is to be sufficiently reinforced by increasing the plate thickness or by providing ~~of~~ brackets.	⟨Rule Pt 9⟩ CHAPTER 2 CARGO HANDLING APPLIANCES Section 4 Crane 403. Strength and Construction 8. Fixed Posts (1) The fixed posts are to be effectively connected to the hull structure in accordance with the requirements in **303. 6** (1). (2) The upper part of fixed post where the flange is attached is to be sufficiently reinforced by increasing the plate thickness or by providing brackets.	-correction of editorial error/ grammatical error for

PART 14

Present	Amendments	Reason
⟨Rule Pt 14⟩ CHAPTER 4 LOADS Section 4 Hull girder loads 3.2 Vertical wave shear force  Figure 4 : Distribution of vertical wave shear force Q_{wv} along the ship length	⟨Rule Pt 14⟩ CHAPTER 4 LOADS Section 4 Hull girder loads 3.2 Vertical wave shear force  Figure 4 : Distribution of vertical wave shear force Q_{wv} along the ship length	

Present	Amendment	Note
# Chapter 4 Loads ## Section 1 ~ 2 〈omitted〉 ## Section 3 Ship Motions and Accelerations **1. 〈omitted〉** **2. Ship motions and accelerations** **2.1 〈omitted〉** **2.2 Ship accelerations at the centre of gravity** **2.2.1 ~ 2.2.4 〈omitted〉** **2.2.5 Pitch acceleration** The pitch acceleration, a_{pitch} in $\mathrm{rad/s^2}$, is to be taken as: $a_{pitch} = f_p\left(\frac{3.1}{\sqrt{gL}} + 1.4\right)\phi\,\frac{\pi}{180}\left(\frac{2\pi}{T_\phi}\right)^2$ where: ϕ : Pitch angle using f_p equal to 1.0 f_p : Coefficient to be taken as: $f_p = f_{ps}$ for strength assessment. $f_p = 1.0$ for fatigue assessment. 〈omitted〉	# Chapter 4 Loads ## Section 1 ~ 2 〈same as present〉 ## Section 3 Ship Motions and Accelerations **1. 〈same as present〉** **2. Ship motions and accelerations** **2.1 〈same as present〉** **2.2 Ship accelerations at the centre of gravity** **2.2.1 ~ 2.2.4 〈same as present〉** **2.2.5 Pitch acceleration** The pitch acceleration, a_{pitch} in $\mathrm{rad/s^2}$, is to be taken as: $a_{pitch} = f_p\left(\frac{3.1}{\sqrt{gL}} + 1.4\right)\phi\,\frac{\pi}{180}\left(\frac{2\pi}{T_\phi}\right)^2$ where: ϕ : Pitch angle using f_p equal to 1.0 f_p : Coefficient to be taken as: $f_p = f_{ps}$ for strength assessment. $f_p = 0.92\left[(0.36 - 0.1f_T) - (11.6 - 5.17f_T)L \times 10^{-9.34}\right]$ for fatigue assessment. 〈same as present〉	- modified coefficient

OTHER RULES AND GUIDANCE

Present	Amendment	Note
〈Rules for the Classification of Ships Using Low-flashpoint Fuels〉 CHAPTER 3 GENERAL REQUIREMENTS Section 2 Risk Assessment 201. Risk assessment 2. For ships using natural gas as fuel, the risk assessment required by 1 need only be conducted where explicitly required by the followings: (3) 301. 1 of Ch 8;	〈Rules for the Classification of Ships Using Low-flashpoint Fuels〉 CHAPTER 3 GENERAL REQUIREMENTS Section 2 Risk Assessment 201. Risk assessment 2. For ships using natural gas as fuel, the risk assessment required by 1 need only be conducted where explicitly required by the followings: (3) 301. 1 of Ch 8	corregenda

Present	Amendment	Note
# CHAPTER 6 FUEL CONTAINMENT SYSTEM ## Section 7 Pressure Relief System **703. Sizing of pressure relieving system** **1. Sizing of pressure relief valves** (1) PRVs are to have a combined relieving capacity for each liquefied gas fuel tank to discharge the greater of the following, with not more than a 20 % rise in liquefied gas fuel tank pressure above the MARVS: (B) vapors generated under fire exposure computed using the following formula: **【See Guidance】** $Q = FGA^{0.82} \quad (\mathrm{m^3/s})$ where: Q = minimum required rate of discharge of air at standard conditions of 273.15 Kelvin (K) and 0.1013 MPa. F = fire exposure factor for different liquefied gas fuel types: F = 1.0 for tanks without insulation located on deck; F = 0.5 for tanks above the deck when insulation is approved by the Society. (Approval will be based on the use of a fireproofing material, the thermal conductance of insulation, and its stability under fire exposure); F = 0.5 for uninsulated independent tanks installed in holds; F = 0.2 for insulated independent tanks in holds (or uninsulated independent tanks in insulated holds); F = 0.1 for insulated independent tanks in inerted holds (or uninsulated independent tanks in inerted, insulated holds); and F = 0.1 for membrane tanks.	# CHAPTER 6 FUEL CONTAINMENT SYSTEM ## Section 7 Pressure Relief System **703. Sizing of pressure relieving system** **1. Sizing of pressure relief valves** (1) PRVs are to have a combined relieving capacity for each liquefied gas fuel tank to discharge the greater of the following, with not more than a 20 % rise in liquefied gas fuel tank pressure above the MARVS: (B) vapors generated under fire exposure computed using the following formula: **【See Guidance】** $Q = FGA^{0.82} \quad (\mathrm{m^3/s})$ where: Q = minimum required rate of discharge of air at standard conditions of 273.15 Kelvin (K) and 0.1013 MPa. F = fire exposure factor for different liquefied gas fuel types: F = 1.0 for tanks without insulation located on deck; F = 0.5 for tanks above the deck when insulation is approved by the Society. (Approval will be based on the use of a fireproofing material, the thermal conductance of insulation, and its stability under fire exposure); F = 0.5 for uninsulated independent tanks installed in holds; F = 0.2 for insulated independent tanks in holds (or uninsulated independent tanks in insulated holds); F = 0.1 for insulated independent tanks in inerted holds (or uninsulated independent tanks in inerted, insulated holds); and F = 0.1 for membrane tanks.	corregenda (change style of equation)

Present	Amendment	Note
For independent tanks partly protruding through the weather decks, the fire exposure factor is to be determined on the basis of the surface areas above and below deck. G = gas factor according to formula: $G = \frac{12.4}{LD}\sqrt{\frac{ZT}{M}}$ where: T = temperature in Kelvin at relieving conditions, i.e. 120 % of the pressure at which the pressure relief valve is set; L = latent heat of the material being vaporized at relieving conditions, in $\mathrm{kJ/kg}$; D = a constant based on relation of specific heats k and is calculated as follows: $D = \sqrt{k(\frac{2}{k+1})^{\frac{k+1}{k-1}}}$ where: k = ratio of specific heats at relieving conditions, and the value of which is between 1.0 and 2.2. If k is not known, D = 0.606 is to be used; Z = compressibility factor of the gas at relieving conditions; if not known, Z = 1.0 is to be used; M = molecular mass of the product. The gas factor of each liquefied gas fuel to be carried is to be determined and the highest value is to be used for PRV sizing. A = external surface area of the tank ($\mathrm{m^2}$), as for different tank types, as shown in **Fig 6.4**.	For independent tanks partly protruding through the weather decks, the fire exposure factor is to be determined on the basis of the surface areas above and below deck. G = gas factor according to formula: $G = \frac{12.4}{LD}\sqrt{\frac{ZT}{M}}$ where: T = temperature in Kelvin at relieving conditions, i.e. 120 % of the pressure at which the pressure relief valve is set; L = latent heat of the material being vaporized at relieving conditions, in $\mathrm{kJ/kg}$; D = a constant based on relation of specific heats k and is calculated as follows: $D = \sqrt{k(\frac{2}{k+1})^{\frac{k+1}{k-1}}}$ where: k = ratio of specific heats at relieving conditions, and the value of which is between 1.0 and 2.2. If k is not known, D = 0.606 is to be used; Z = compressibility factor of the gas at relieving conditions; if not known, Z = 1.0 is to be used; M = molecular mass of the product. The gas factor of each liquefied gas fuel to be carried is to be determined and the highest value is to be used for PRV sizing. A = external surface area of the tank ($\mathrm{m^2}$), as for different tank types, as shown in **Fig 6.4**.	corregenda (change style of equation)

Present	Amendment	Note
(2) For vacuum insulated tanks in fuel storage hold spaces and for tanks in fuel storage hold spaces separated from potential fire loads by coffer dams or surrounded by ship spaces with no fire load the following applies: If the pressure relief valves have to be sized for fire loads the fire factors according may be reduced to the following values: The minimum fire factor is F = 0.1 F = 0.5 to F = 0.25 F = 0.2 to F = 0.1	(2) For vacuum insulated tanks in fuel storage hold spaces and for tanks in fuel storage hold spaces separated from potential fire loads by cofferdams or surrounded by ship spaces with no fire load the following applies: If the pressure relief valves have to be sized for fire loads the fire factors according may be reduced to the following values: The minimum fire factor is F = 0.1 F = 0.5 to F = 0.25 F = 0.2 to F = 0.1	corregenda (change style)
(3) The required mass flow of air at relieving conditions is given by: where density of air (ρ_{air}) = 1.293 $\mathrm{kg/m^3}$ (air at 273.15 K, 0.1013 MPa).	(3) The required mass flow of air at relieving conditions is given by: $M_{air} = Q \cdot \rho_{air}$ (kg/s), where density of air (ρ_{air}) = 1.293 $\mathrm{kg/m^3}$ (air at 273.15 K, 0.1013 MPa).	corregenda (correct omitted equation and change style)

Present	Amendment	Note
# CHAPTER 6 FUEL CONTAINMENT SYSTEM	# CHAPTER 6 FUEL CONTAINMENT SYSTEM	
## Section 8 Loading Limit for Liquefied Gas Fuel Tanks	## Section 8 Loading Limit for Liquefied Gas Fuel Tanks	corregenda (correct references)
801. Loading limit 【See Guidance】	**801. Loading limit** 【See Guidance】	
1. Storage tanks for liquefied gas are not to be filled to more than a volume equivalent to 98 % full at the reference temperature as defined in **Ch 1, 201. 36**. A loading limit curve for actual fuel loading temperatures is to be prepared from the following formula:	**1.** Storage tanks for liquefied gas are not to be filled to more than a volume equivalent to 98 % full at the reference temperature as defined in **Ch 1, 102. 36**. A loading limit curve for actual fuel loading temperatures is to be prepared from the following formula:	
$LL = FL\frac{\rho_R}{\rho_L}$	$LL = FL\frac{\rho_R}{\rho_L}$	
where: LL(Loading limit) = loading limit as defined in **Ch 1, 201. 27**, expressed in per cent; FL(Filling limit) = filling limit as defined in **Ch 1, 201. 26** expressed in percent, here 98 %; ρ_R = relative density of fuel at the reference temperature; and ρ_L = relative density of fuel at the loading temperature	where: LL(Loading limit) = loading limit as defined in **Ch 1, 102. 27**, expressed in per cent; FL(Filling limit) = filling limit as defined in **Ch 1, 102. 26** expressed in percent, here 98 %; ρ_R = relative density of fuel at the reference temperature; and ρ_L = relative density of	

Present	Amendment	Note
⟨Guidance relating to the Rules for the Classification of Ships Using Low-flashpoint Fuels⟩ **CHAPTER 11 FIRE SAFETY** **Section 3 Fire Protection** **301. Fire protection** 1. In applying **301. 1** of this Rules, fire protection means structural fire protection, not including menas of escape. 2. Notwithstanding paragraph 1, any enclosed spaces containing equipment for fuel preparation such as pumps or compressors of other potential ignition sources are to comply with **Ch 11 Sec 8 of Rules** (2024) 3. In applying **301. 3** of this Rules, the following "other rooms with high fire risk" is to be as a minimum be considered, but not be restricted to: (1) Cargo spaces except: (A) cargo tanks for liquids with FP above 60 ℃ (B) the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Society, constitute a low fire risk complying with **Pt 8, Ch 8, 601. 4** of **Rules for the classification of steel ships**. (2) Vehicle, Ro-Ro and special category spaces (3) Service spaces (high risk): Galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m^2 or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space. (4) "Accommodation spaces of greater fire risk for ships carrying more than 36 passengers: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 m^2 or more."	⟨Guidance relating to the Rules for the Classification of Ships Using Low-flashpoint Fuels⟩ **CHAPTER 11 FIRE SAFETY** **Section 3 Fire Protection** **301. Fire protection** **1.** In applying **301. 1** of this Rules, fire protection means structural fire protection, not including means of escape. **2.** Notwithstanding paragraph 1, any enclosed spaces containing equipment for fuel preparation such as pumps, compressors or other potential ignition sources are to comply with **Ch 11, Sec 8** of this Rules. (2024) **3.** In applying **301. 3** of this Rules, the following "other rooms with high fire risk" is to be as a minimum be considered, but not be restricted to: (1) cargo spaces except: (A) cargo tanks for liquids with flashpoint above 60 ℃; and (B) the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Society, constitute a low fire risk complying with **Pt 8, Ch 8, 601. 4** of **Rules for the classification of steel ships**. (2) vehicle, ro-ro and special category spaces (3) service spaces (high risk): galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m^2 or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space; and (4) accommodation spaces of greater fire risk for ships carrying more than 36 passengers: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 m^2 or more.	corregenda corregenda (IACS UI GF13(Rev.1)) corregenda (MSC.1/Circ.1591)

Present	Amendment	Note
〈Rules for the Classification of Ships Using Low-flashpoint Fuels〉	**〈Rules for the Classification of Ships Using Low-flashpoint Fuels〉**	
CHAPTER 11 FIRE SAFETY	**CHAPTER 11 FIRE SAFETY**	
Section 3 Fire Protection	**Section 3 Fire Protection**	corregenda
301. Fire protection	**301. Fire protection**	corregenda (IACS UI GF13(Rev.1))
1. In applying **301. 1** of this Rules, fire protection means structural fire protection, not including menas of escape.	**1.** In applying **301. 1** of this Rules, fire protection means structural fire protection, not including means of escape.	
2. Notwithstanding paragraph 1, any enclosed spaces containing equipment for fuel preparation such as pumps or compressors of other potential ignition sources are to comply with **Ch 11 Sec 8 of Rules** (2024)	**2.** Notwithstanding paragraph **1**, any enclosed spaces containing equipment for fuel preparation such as pumps, compressors or other potential ignition sources are to comply with **Ch 11, Sec 8** of this Rules. (2024)	corregenda (MSC.1/Circ.1591)
3. In applying **301. 3** of this Rules, the following "other rooms with high fire risk" is to be as a minimum be considered, but not be restricted to:	**3.** In applying **301. 3** of this Rules, the following "other rooms with high fire risk" is to be as a minimum be considered, but not be restricted to:	
(1) Cargo spaces except: (A) cargo tanks for liquids with FP above 60 ℃ (B) the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Society, constitute a low fire risk complying with **Pt 8, Ch 8, 601. 4** of **Rules for the classification of steel ships**.	(1) cargo spaces except: (A) cargo tanks for liquids with flashpoint above 60 ℃; and (B) the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Society, constitute a low fire risk complying with **Pt 8, Ch 8, 601. 4** of **Rules for the classification of steel ships**.	
(2) Vehicle, Ro-Ro and special category spaces	(2) vehicle, ro-ro and special category spaces	
(3) Service spaces (high risk): Galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m^2 or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space.	(3) service spaces (high risk): galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m^2 or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space; and	
(4) "Accommodation spaces of greater fire risk for ships carrying more than 36 passengers: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 m^2 or more."	(4) accommodation spaces of greater fire risk for ships carrying more than 36 passengers: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 m^2 or more.	

Present	Amendment	Note
⟨Rules for the classification of Mobile Offshore Units⟩ CHAPTER 4 DESIGN CONDITION Section 2 Calculation of Strength 201. Structural analysis The unit is to be analysed by the method deemed appropriate by the Society for a sufficient num?ber of conditions including all conditions specified in Ch 1, 107. ⚓	⟨Rules for the classification of Mobile Offshore Units⟩ CHAPTER 4 DESIGN CONDITION Section 2 Calculation of Strength 201. Structural analysis The unit is to be analysed by the method deemed appropriate by the Society for a sufficient num?ber of conditions including all conditions specified in Ch 1, 207. ⚓ ⚓	- Error processing.

Present	Amendment	Note
⟨Rules for the classification of Mobile Offshore Drilling Units⟩ CHAPTER 3 CONSTRUCTION, STRENGTH AND MATERIALS Section 4 Calculation of Strength 401. Structural analysis The unit is to be analysed by the method deemed appropriate by the Society for a sufficient num?ber of conditions including all conditions specified in Ch 1, 107. ⚓	⟨Rules for the classification of Mobile Offshore Drilling Units⟩ CHAPTER 3 CONSTRUCTION, STRENGTH AND MATERIALS Section 4 Calculation of Strength 401. Structural analysis The unit is to be analysed by the method deemed appropriate by the Society for a sufficient num?ber of conditions including all conditions specified in Ch 1, 207. ⚓	- Error processing.