

(Draft)

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)



Dec. 2023

- Main Amendments -

(1) Effective date : 1 Feb. 2023 (Date of which the application for survey is submitted)

- Addition of survey item related to container ships provided with container lashing calculation program & instrument, and CL assigned as Special Feature Notations.

(At the request of the Survey Team (SUR3000-2112-2022, 8 Nov. 2022))

(2) Effective date : 1 April 2023 (Date of which the application for survey is submitted)

- Clarification for ballast tanks of same type for (Double Skin) Bulk Carriers at Intermediate Survey

- Addition of Internal Note of IACS Survey Panel

(3) Effective date : 20 Aug. 2023 (Date of which the application for survey is submitted)

- In case of postponement due to COVID-19, the agreed period is revised up to maximum three(3) months

- IACS PR1C (Addendum Rev.8 to PR1C Rev.6 June 2023) revision reflected

(4) Effective date : 1 July. 2024 (Date of which the application for survey is submitted)

- Revision of some “Definitions”
- Reflecting IACS UR Z1 (IMO Res.A.1156(32))
- Revision of the figure related to “Survey at sea or at anchorage”
- Reflected IACS UR Z10.1(Rev.25 Feb 2023), Z10.2(Rev.37 Feb 2023), Z10.4(Rev.18 Feb 2023) and Z10.5(Rev.20 Feb 2023) respectively.

(1) Effective date : 1 Feb. 2023

(Date of which application for survey is submitted)

Present	Amendments	Reason
CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 2 Annual Survey 201. Due range <omitted> 202. Hull, equipment and fire-extinguishing appliances 1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition. (1) ~ (26) <omitted> (27) For container ships equipped with container securing arrangements in accordance with Pt 7, Ch 4, 1002. of the Rules, the container securing arrangements are to be examined as follows: (a) general examination for arrangements (b) confirmation of on-board record book <u><newly added></u> (28) For ships provided with a loading instrument in accordance with the requirements of Pt 3, Ch 3, 104., it is to be confirmed that a loading instrument having the performance and functions as deemed appropriate by the Society is installed on board. Where a stability instrument specified in Ch 1, 307. is provided on-board, then the system is to be tested. (29) Documentations on board including the stability data, etc. approved by the Society are to be confirmed to be kept on board. (30) ~ (35) <omitted> <hereinafter, omitted>	CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 2 Annual Survey 201. Due range <same as the current Rules> 202. Hull, equipment and fire-extinguishing appliances 1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition. (1) ~ (26) <same as the current Rules> (27) For container ships equipped with container securing arrangements in accordance with Pt 7, Ch 4, 1002. of the Rules, the container securing arrangements are to be examined as follows: (a) general examination for arrangements (b) confirmation of on-board record book <u>(28) For container ships provided with container lashing calculation program and instrument approved by the Society in accordance with the requirements of Guidance Pt 7, Annex 7-2 and assigned "CL" as Special Feature Notations, it is to be confirmed that the container lashing calculation program and the instrument having the performance and functions as deemed appropriate by the Society is installed on board. (2023)</u> <u>(29)</u> (28) For ships provided with a loading instrument in accordance with the requirements of Pt 3, Ch 3, 104., it is to be confirmed that a loading instrument having the performance and functions as deemed appropriate by the Society is installed on board. Where a stability instrument specified in Ch 1, 307. is provided on-board, then the system is to be tested. <u>(30)</u> (29) Documentations on board including the stability data, etc. approved by the Society are to be confirmed to be kept on board. <u>(31)</u> (30) ~ <u>(36)</u> (35) <same as the current Rules> <hereinafter, same as the current Rules>	- Introduced definition of Tank from CSR - At the request of Liquid Cargo Ship Team's Notice (HUT4000- 1625 -2022, 2nd June 2022) : The current KR Rules reflect PR1B, a requirement for dual class newbuilding, but the repeat vessel is out of the scope of PR1B. Therefore, it is necessary to prepare requirements for repeat vessels. - Requirement for Repeat Vessel, which was in the Equivalence, was deleted, and "Acceptance of design approved by other societies" was newly added to "Classification Survey during construction".

(2) Effective date : 1 April 2023

(Date of which application for survey is submitted)

Present	Amendments	Reason						
CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ESP Section 1 General <omitted> Section 2 Bulk Carriers 201. ~ 202. <omitted> 203. Intermediate Survey 1. General <omitted> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td>5 years< age ≤ 10 years^{1), 2), 3)}</td><td rowspan="2"><omitted></td></tr><tr><td>1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys</td></tr></table> (NOTES) 1) <omitted>. 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other <u>ballast tanks of the same type</u>. <u><newly added></u> 3) <omitted> <hereinafter, omitted>	5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>	1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys	CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME Section 1 General <same as the current Rule> Section 2 Bulk Carriers 201. ~ 202. <same as the current Rule> 203. Intermediate Survey 1. General <same as the current Rule> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td>5 years< age ≤ 10 years^{1), 2), 3)}</td><td rowspan="2"><same as the current Rule></td></tr><tr><td>1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys</td></tr></table> (NOTES) 1) <hereinafter, same as the current Rule>. 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to <u>other ballast tanks of the same type</u>*. <u>(2023)</u> <u>* Other ballast tanks of same type is to be applied as followings:</u> <u>a) aft peak & fore peak shall be considered as same type.</u> <u>b) In case other ballast tanks are not of identical construction, the additional several tanks are to be examined because the progression of corrosion is not only related to the construction type, and the corrosion prevention system and the history of usage of the tanks are to be considered.</u> <u>c) In case of water ballast hold, all water ballast holds are surveyed.</u> 3) <same as the current Rule> <hereinafter, same as the current Rule>	5 years< age ≤ 10 years ^{1), 2), 3)}	<same as the current Rule>	1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys	E-mail request from Survey Team (14th Dec. 2022) - Clarification for ballast tanks of same type is to be applied in accordance with the Internal Note of IACS Survey PANEL.
5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>							
1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys								
5 years< age ≤ 10 years ^{1), 2), 3)}	<same as the current Rule>							
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Section 6 Double Skin Bulk Carriers 601. ~ 602. <omitted> 603. Intermediate Survey 1. General <omitted> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td>5 years< age ≤ 10 years^{1), 2), 3)}</td><td rowspan="2"><omitted></td></tr><tr><td>1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys</td></tr></table> (NOTES) 1) <omitted>. 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other <u>ballast tanks of the same type</u>. <newly added> 3) <omitted> <hereinafter, omitted>	5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>	1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys	Section 6 Double Skin Bulk Carriers 601. ~ 602. <same as the current Rule> 603. Intermediate Survey 1. General <same as the current Rule> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td>5 years< age ≤ 10 years^{1), 2), 3)}</td><td rowspan="2"><same as the current Rule></td></tr><tr><td>1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys</td></tr></table> (NOTES) 1) <hereinafter, same as the current Rule>. 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to <u>other ballast tanks of the same type</u>*. <u>(2023)</u> <u>* Other ballast tanks of same type are to be applied as followings:</u> <u>a) aft peak & fore peak shall be considered as same type.</u> <u>b) In case other ballast tanks are not of identical construction, the additional several tanks are to be examined because the progression of corrosion is not only related to the construction type, and the corrosion prevention system and the history of usage of the tanks are to be considered.</u> <u>c) In case of water ballast hold, all water ballast holds are surveyed.</u> 3) <same as the current Rule> <hereinafter, same as the current Rule>	5 years< age ≤ 10 years ^{1), 2), 3)}	<same as the current Rule>	1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys	E-mail request from Survey Team (14th Dec. 2022) - Clarification for ballast tanks of same type is to be applied in accordance with the Internal Note of IACS Survey PANEL.
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1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys								

(3) Effective date : 20 Aug. 2023

(Date of which application for survey is submitted)

Present	Amendments	Reason
CHAPTER 1 CLASSIFICATION Section 9 Suspension/Withdrawal of Class and Reclassification 901. Suspension/Reinstatement of class 1. ~ 5. <omitted> 6. Force Majeure (2020) If, due to circumstances reasonably beyond the owner's or the Society's control, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the Society: (1) ~ (3) <omitted> (4) If, due to force majeure conditions such as Pandemic (e.g. COVID-19), the due survey of the vessel can not be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class until the <u>agreed period (maximum six (6) months, initial postponement/extension up to maximum three (3) months, and then additional postponement/extension up to further there (3) months)</u> under the following conditions: <i>(2021)</i> (A) approval by the relevant flag state (if applicable) (B) exams the ship's records (C) carries out the due and/or overdue surveys and examination of Conditions of Class at the first port of call with available facilities where Surveyor can reasonably attend to complete. (D) review of evidence provided by the Owner confirming that the vessel is in a satisfactory condition in class for the agreed period of postponement (where the Society may request remote survey or acceptable photo, video or other evidence of condition of structures or equipment) (E) obtain written statement from the Master stating that the vessel is in compliance with the Rules and Regulations of the Society and is in condition to satisfactorily continue in service for the agreed period. <herein after, omitted>	CHAPTER 1 CLASSIFICATION Section 9 Suspension/Withdrawal of Class and Reclassification 901. Suspension/Reinstatement of class 1. ~ 5. <same as the current Rules> 6. Force Majeure (2020) If, due to circumstances reasonably beyond the owner's or the Society's control, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the Society: (1) ~ (3) <same as the current Rules> (4) If, due to force majeure conditions such as Pandemic (e.g. COVID-19), the due survey of the vessel can not be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class until the <u>agreed period (maximum six (6) months, initial postponement/extension up to maximum three (3) months, and then additional postponement/extension up to further there (3) months)</u> under the following conditions: <i>(2023)</i> (A) approval by the relevant flag state (if applicable) (B) exams the ship's records (C) carries out the due and/or overdue surveys and examination of Conditions of Class at the first port of call with available facilities where Surveyor can reasonably attend to complete. (D) review of evidence provided by the Owner confirming that the vessel is in a satisfactory condition in class for the agreed period of postponement (where the Society may request remote survey or acceptable photo, video or other evidence of condition of structures or equipment) (E) obtain written statement from the Master stating that the vessel is in compliance with the Rules and Regulations of the Society and is in condition to satisfactorily continue in service for the agreed period. <herein after, same as the current Rules>	- The agreed period is revised up to maximum three (3) months by reflecting the amendments of IACS PR1C (Addendum Rev.8 to PR1C Rev.6 June 2023) For reference (the reason of previous amendments) At the request of the Survey Team (SUR3000-1433- 2021, 20 May 2021), The possibility of confusion during the field surveyor's review for postponement is identified, as it is not stated that a postponement up to six months under IACS Addendum to PR1C is possible when survey is postponed due to COVID-19.

(4) Effective date : 1 July 2024

(Date of which application for survey is submitted)

Present	Amendments	Reason
CHAPTER 1 CLASSIFICATION Section 1 General 101. Definitions (2020) The definitions of terms used in Ch 1, Ch 2 and Ch 3 are to be as specified in the following, unless otherwise specified elsewhere. 1. ~ 22. <omitted> 23. Cofferdam means an empty space arranged so that compartments on each side have no common boundary. <u>The following dedicated tanks are to be separated from adjacent tanks by cofferdams. However, these cofferdams may be omitted provided that the common boundaries of lubricating oil and fuel oil tank have full penetration welds.</u> (1) Fuel oil (2) Lubricating oil (3) Vegetable oil (4) Fresh water <u>The cofferdams are to be provided with the air pipes and with the manholes of adequate size which are well accessible. (2021)</u> 24~ 25. <omitted> <hereinafter, omitted>	CHAPTER 1 CLASSIFICATION Section 1 General 101. Definitions (2020) The definitions of terms used in Ch 1, Ch 2 and Ch 3 are to be as specified in the following, unless otherwise specified elsewhere. 1. ~ 22. <same as the current Rule> 23. Cofferdam means an empty space arranged so that compartments on each side have no common boundary. (2024) The following dedicated tanks are to be separated from adjacent tanks by cofferdams. However, these cofferdams may be omitted provided that the common boundaries of lubricating oil and fuel oil tank have full penetration welds. (1) Fuel oil (2) Lubricating oil (3) Vegetable oil (4) Fresh water The cofferdams are to be provided with the air pipes and with the manholes of adequate size which are well accessible. (2021) 24 ~ 25. <same as the current Rule> <hereinafter, same as the current Rule>	- At the request of Tanker Team (HUT4000-596-2023, 2023.3.23.) 1. Rule Pt 1 applies to all ships regardless of ship type. 2. As the definition of cofferdam is included in Pt 1, it seems that the definition shall be applied to all ship types. On the other hand, hull structure-related rules are classified by ship type such as Pt 3, Pt 10, Pt 13, Pt 14 and Pt 15, and each rule has the same or similar definitions as Pt 1. Therefore, although the purpose of the definition is the same, there are slight differences for each ship type, causing confusion in the application of the definitions. 3. This is not a requirement under international regulations such as SOLAS, but a requirement of Societies themselves. 4. Therefore, it is requested that only pure definition, not the requirement, be mentioned for the Cofferdam in Pt 1 so that there is no confusion between applicable rules.

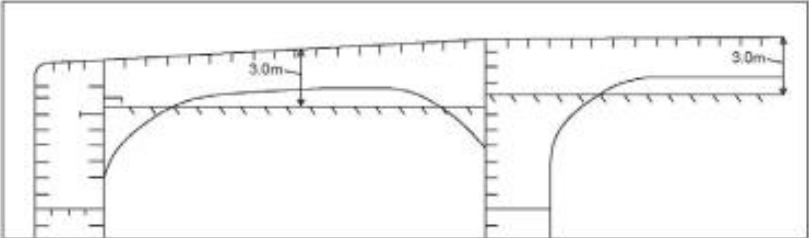
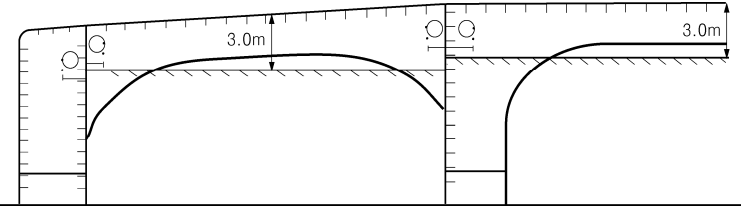
Present	Amendments	Reason
CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General 101. <omitted> 102. Definitions The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere. 1. ~ 2-3. <omitted> 3-1. Oil tanker means a ship which is constructed primarily to carry oil <u>in bulk and includes</u> ship types such as combination carrier(Ore/Oil ship, etc.). 3-2. Double hull oil tanker is a ship which is constructed primarily for the carriage of oil in bulk, which have the cargo <u>tanks protected</u> by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces. <i>(2020)</i> <hereinafter, omitted>	CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General 101. <same as the current Rule> 102. Definitions The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere. 1. ~ 2-3. <same as the current Rule> 3-1. Oil tanker means a ship which is constructed primarily to carry oil in bulk <u>in cargo tanks forming an integral part of the ship's hull, and</u> including<u>es</u> ship types such as combination carriers (Ore/Oil ships etc.) <u>but ships carrying oil in independent tanks not part of the ship's hull, such as asphalt carriers, are excluded from the ships subject to the enhanced survey programme (ESP). (2024)</u> 3-2. Double hull oil tanker is a ship which is constructed primarily for the carriage of oil in bulk, which have the cargo tanks <u>forming an integral part of the ship's hull and is</u> protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces. <i>(2024)</i> <hereinafter, same as the current Rule>	– 1.2.1 of IACS UR Z10.1 (Rev.25 Feb 2023) reflected – 1.2.1 of IACS UR Z10.4 (Rev.18 Feb 2023) reflected

Present	Amendments	Reason
Section 2 Annual Survey 202. Hull, equipment and fire-extinguishing appliances 1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition. (1) ~ (33) <omitted> (34) Examining, for bulk carriers of 150 m and above, where applicable, the ship's structure in accordance with the Ship Construction File, taking into account identified areas <u>that need special attention</u> (SOLAS 10, Reg.II-1/3-10 and MSC.287(87)). <i>(2017)</i> <omitted> Reference (CA) 2.2.2.3 examining, for bulk carriers of 150 m and above, where appropriate, the ship's structure in accordance with the Ship Construction File, taking into account identified areas <u>that need special attention</u> (SOLAS 74/10 reg.II-1/3-10 and MSC.287(87)); 204. Additional requirements to ship types 1. Oil tankers(including tankers) : <i>(2023)</i> <omitted> (1) to (11) <omitted> (12) Examining flame screens on the open ends of air pipes to all bunker tanks, ballast tanks adjacent to cargo oil tanks, slop tanks and void spaces adjacent to cargo oil tanks. (13) to (26) <omitted> (27) Examining, for oil tankers of 150 m in length and above, where appropriate, the ship's structure in accordance with the Ship Construction File, taking into account identified areas <u>that need special attention</u> (SOLAS 10, Reg.II-1/3-10 and MSC.287(87)). Reference (CA) 2.2.3.18 examining, for oil tankers of 150 m in length and above, where appropriate, the ship's structure in accordance with the Ship Construction File, taking into account identified areas <u>that need special attention, and verifying that the Ship Construction File is updated, where applicable*</u> (SOLAS reg.II-1/3-10 and MSC.287(87)).	Section 2 Annual Survey 202. Hull, equipment and fire-extinguishing appliances 1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition. (1) ~ (33) <same as the current Rule> (34) Examining, for bulk carriers of 150 m and above, where applicable, the ship's structure in accordance with the Ship Construction File, taking into account identified areas that need special attention, verifying that the Ship Construction File is up-dated, where applicable. (SOLAS 10, Reg.II-1/3-10 and MSC.287(87)). <i>(2024)</i> <same as the current Rule> 204. Additional requirements to ship types 1. Oil tankers(including tankers) : <i>(2023)</i> <same as the current Rule> (1) to (11) <same as present> (12) Examining <u>the devices to prevent the passage of flame on vents to all bunker, oily-ballast and oily-slop tanks and void spaces, as far as practicable.</u> <i>(2024)</i> (13) ~ (26) <same as the current Rule> (27) Examining, for oil tankers of 150 m in length and above, where appropriate, the ship's structure in accordance with the Ship Construction File, taking into account identified areas that need special attention, verifying that the Ship Construction File is up-dated, where applicable. (SOLAS 10, Reg.II-1/3-10 and MSC.287(87)). <i>(2024)</i>	– IACS UR Z1 (Rev. 9. July 2022), aligning the 2.2.2.3 requirements of 2.2 with the 2.2.3.18 requirements of 2.5. – Reflecting IACS UR Z1 (IMO Res.A.1156(32)) – 2.2.3.18 of 2.5 of IACS UR Z1 (Rev.9. July 2022) reflected

Present	Amendments	Reason
2. Chemical tankers (2023) (1) to (3) <omitted> (4) Examining flame screens on the open ends of air pipes to all bunker tanks, ballast tanks adjacent to cargo tanks, slop tanks and void spaces adjacent to cargo tanks. (5) to (28) <omitted> (29) <u>Confirming that the system for continuous monitoring of the concentration of flammable vapours which is installed in cargo pump room is satisfactory.</u> And, confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected. <omitted> 3. Liquefied gas carriers (2023) (1) to (2) <omitted> (3) Examining flame screens on the open ends of air pipes to all bunker tanks, ballast tanks adjacent to cargo tanks and spaces adjacent to cargo tanks. (4) <omitted> (5) Examining the <u>cargo piping systems</u> both on deck and in the cargo compressor-rooms and the bunker system on deck. (6) to (16) <omitted> (17) Examining the gas detection arrangements for cargo control rooms and measures taken to exclude ignition sources where such spaces are <u>not gas-safe</u>. (18) to (22) <omitted> (23) Examining the cargo and process piping, including the expansion arrangements, insulation from the hull structure, pressure relief and drainage arrangements.	2. Chemical tankers (2023) (1) to (3) <same as present> (4) Examining <u>the devices to prevent the passage of flame on vents to all bunker, oily-ballast and oily-slop tanks and void spaces, as far as practicable. (2024)</u> (5) to (28) <same as present> (29) <u>Confirming that the system for continuous monitoring of the concentration of flammable vapours</u> which is installed in cargo pump room is satisfactory. And, confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected. <u>(2024)</u> <same as present> 3. Liquefied gas carriers (2023) (1) to (2) <same as present> (3) Examining <u>the devices to prevent the passage of flame on vents to all bunker, oily-ballast tanks and void spaces, as far as practicable. (2024)</u> (4) <same as present> (5) Examining the <u>cargo, ballast and stripping systems</u> both on deck and in the cargo <u>compressor</u> rooms and the bunker system on deck. <u>(2024)</u> (6) to (16) <same as present> (17) Examining the gas detection arrangements for cargo control rooms and the measures taken to exclude ignition sources where such spaces are <u>classified as hazardous areas. (2024)</u> (18) to (22) <same as present> (23) Examining the cargo and process piping, including the expansion arrangements, insulation from the hull structure, pressure relief and drainage arrangements <u>and water curtain protection as appropriate. (2024)</u>	- Reflecting IACS UR Z1 (IMO Res.A.1156(32))

Present	Amendments	Reason
(24) to (25) <omitted> (26) Examining the arrangements for the cargo pressure/temperature control including, when fitted, any refrigeration system and confirming that any associated alarms are satisfactory. (27) to (32) <omitted> (33) Examining the fixed fire-fighting system for <u>the cargo pump room</u> and confirming that its means of operation is clearly marked. (34) to (36) <omitted> (37) Examining, as far as practicable, and confirming the satisfactory operation of , the arrangements for the <u>mechanical</u> ventilation of spaces in the cargo area normally entered during cargo handling operations. (38) Examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by <u>(36)</u> above. (39) to (54) <omitted> <u>(55) <Newly added></u> <u>(56) <Newly added></u> <herein after, omitted>	(24) to (25) <same as present> (26) Examining the arrangements for the cargo pressure/temperature control including, when fitted, <u>the thermal oxidation systems and</u> any refrigeration system, and confirming that any associated <u>safety measures and</u> alarms are satisfactory. <u>(2024)</u> (27) to (32) <same as present> (33) Examining the fixed fire-fighting system for <u>enclosed cargo machinery spaces and for the enclosed cargo motor room within the cargo area</u>, and confirming that its means of operation is clearly marked. <u>(2024)</u> (34) to (36) <same as present> (37) Examining, as far as practicable, and confirming the satisfactory operation of, the arrangements for the <u>artificial</u> ventilation of spaces in the cargo area normally entered during cargo handling operations. <u>(2024)</u> (38) Examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by <u>(37)</u> above. <u>(2024)</u> (39) to (54) <same as present> <u>(55) Examining the cargo tank pressure/vacuum valves and appropriate protective screens/devices to prevent the passage of flame. [See Guidance] (2024)</u> <u>(56) Examining, as far as practicable, the cargo, bilge, ballast and stripping pumps for undue gland seal leakage, verification of proper operation of electrical and mechanical remote operating and shutdown devices and operation of cargo compressor-room bilge system, and checking that pump foundations are intact. (2024)</u> <herein after, same as present>	– Reflecting IACS UR Z1 (IMO Res.A.1156(32))

Present	Amendments	Reason
Section 3 Intermediate Survey 304. Additional requirements to ship types [See Guidance] 3. Liquefied gas carriers : (1) <omitted> (2) Generally examining the electrical equipment and cables <u>in dangerous zones</u> such as cargo machinery spaces and areas adjacent to cargo tanks to check for defective equipment, fixtures and wiring. The insulation resistance of the circuits should be tested and in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings. (2020) <herein after, omitted>	Section 3 Intermediate Survey 304. Additional requirements to ship types [See Guidance] 3. Liquefied gas carriers : (1) <same as present> (2) Generally examining the electrical equipment and cables <u>in hazardous areas and zones</u> such as cargo machinery spaces and areas adjacent to cargo tanks to check for defective equipment, fixtures and wiring. The insulation resistance of the circuits should be tested and in cases where a proper record of testing is maintained consideration should be given to accepting recent readings. <u>(2024)</u> <herein after, same as present>	– Reflecting IACS UR Z1 (IMO Res.A.1156(32))

Present	Amendments	Reason
CH 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME Section 1 General 102. Preparations for survey 1. ~ 5. <omitted> 6. Survey at sea or at anchorage (1) ~ (5) <omitted> (6) If the depth of the webs is more than 1.5 m, rafts or boats alone may be allowed only: (A) when the coating of the under deck structure is in GOOD condition and there is no evidence of wastage; or (B) if a permanent means of access is provided in each bay to allow safe entry and exit. This means: (a) access direct from the deck via a vertical ladder and a small platform fitted approximately 2 m below the deck in each bay; or (b) access to deck from a longitudinal permanent platform having ladders to deck in each end of the tank. The platform shall, for the full length of the tank, be arranged in level with, or above, the maximum water level needed for rafting of under deck structure. For this purpose, the ullage corresponding to the maximum water level is to be assumed not more than 3 m from the deck plate measured at the midspan of deck trans-verses and in the middle length of the tank. (For oil tankers, chemical tankers and double hull oil tankers, see Fig 1.3.1) If neither of the above conditions are met, then staging or an "other equivalent means" is to be provided for the survey of the under deck areas.  Fig 1.3.1 Maximum water level in a tank (2019)	CH 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME Section 1 General 102. Preparations for survey 1. ~ 5. <same as the current Rule> 6. Survey at sea or at anchorage (1) ~ (5) <same as the current Rule> (6) If the depth of the webs is more than 1.5 m, rafts or boats alone may be allowed only: (A) when the coating of the under deck structure is in GOOD condition and there is no evidence of wastage; or (B) if a permanent means of access is provided in each bay to allow safe entry and exit. This means: (a) access direct from the deck via a vertical ladder and a small platform fitted approximately 2 m below the deck in each bay; or (b) access to deck from a longitudinal permanent platform having ladders to deck in each end of the tank. The platform shall, for the full length of the tank, be arranged in level with, or above, the maximum water level needed for rafting of under deck structure. For this purpose, the ullage corresponding to the maximum water level is to be assumed not more than 3 m from the deck plate measured at the midspan of deck trans-verses and in the middle length of the tank. (For oil tankers, chemical tankers and double hull oil tankers, see Fig 1.3.1) If neither of the above conditions are met, then staging or an "other equivalent means" is to be provided for the survey of the under deck areas.  Fig 1.3.1 Maximum water level in a tank (2024)	– Re-change current picture to previous picture – Reasons for previous revision : It was revised to the picture on the left in 2019 by reflecting Fig. 4 of IACS UR Z10.4 (Rev.15, Jan 2018) 5.5.6. However, in order to meet the requirements of 102. 6 (B) (b), there must be a lightening holes on the deck transverse web. For reference, IACS UR Z10.1 also has a current picture. However, IACS UR Z10.3 REC. 39 and ESP code have the same figures as the amendments.

Present	Amendments	Reason							
CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ESP Section 2 Bulk Carriers 201. ~ 202. <omitted> 203. Intermediate Survey 1. General <omitted> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td>5 years< age ≤ 10 years^{1), 2), 3)}</td><td rowspan="2"><omitted></td></tr><tr><td>1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys</td></tr><tr><td colspan="2">(NOTES) 1) <omitted> 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. <omitted></td></tr></table> <hereinafter, omitted>	5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>	1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys	(NOTES) 1) <omitted> 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. <omitted>		CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ESP Section 2 Bulk Carriers 201. ~ 202. <same as the current Rule> 203. Intermediate Survey 1. General <same as the current Rule> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td><same as the current Rule></td></tr><tr><td>(NOTES) 1) <same as the current Rule> 2) Where POOR coating a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. (2024) 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR to be in less than GOOD condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. (2024) <same as the current Rule></td></tr></table> <hereinafter, same as the current Rule>	<same as the current Rule>	(NOTES) 1) <same as the current Rule> 2) Where POOR coating a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. (2024) 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR to be in less than GOOD condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. (2024) <same as the current Rule>	
5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>								
1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys									
(NOTES) 1) <omitted> 2) Where POOR coating condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. <omitted>									
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(NOTES) 1) <same as the current Rule> 2) Where POOR coating a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. (2024) 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR to be in less than GOOD condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. (2024) <same as the current Rule>									

Present	Amendments	Reason
204. Special Survey 1. General <omitted> 2. Tank protection (1) Where provided, the condition of the corrosion prevention system of ballast tanks is to be examined. For ballast tanks, excluding double bottom ballast tanks, where a hard protective coating is found <u>in POOR</u> condition and it is not <u>renewed</u>, where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in question are to be examined at annual intervals. Thickness measurements are to be carried out as "deemed necessary by the Surveyor". <i>(2023)</i> Note : The term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 3 of the Guidance. (2) ~ (3) <omitted> <hereinafter, omitted>	204. Special Survey 1. General <same as the current Rule> 2. Tank Space protection <i>(2024)</i> (1) Where provided, the condition of the corrosion prevention system of ballast tanks is to be examined. For ballast tanks, excluding double bottom ballast tanks, where a hard protective coating is found <u>in POOR to be in less than Good</u> condition and it is not renewed, <u>or</u> where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in question are to be examined at annual intervals. Thickness measurements are to be carried out as "deemed necessary by the Surveyor". <i>(2024)</i> Note : The term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 3 of the Guidance. (2) ~ (3) <same as the current Rule> <hereinafter, same as the current Rule>	– 2.2.3 and 2.2.3.1 of IACS UR Z10.2 (Rev.37 Feb 2023) reflected

Present	Amendments	Reason
Section 3 Oil Tankers 301. ~ 303. <omitted> 304. Special Survey 1. ~ 4. <omitted> 5. Extent of tank testing [See Guidance] (1) <omitted> (2) Cargo tank testing carried out by the <u>vessel's</u> crew under the direction of the Master may be accepted by the Surveyor provided the following conditions are complied with: (A) <omitted> <u><newly added></u> <u>(B) there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank.</u> <u>(C) the tank testing has been satisfactorily carried out within Special Survey window not more than 3 months prior to the date of the survey on which the Overall or Close-up Survey is completed.</u> <u>(D) the satisfactory results of the testing is recorded in the vessel's logbook.</u> <u>(E) the internal and external condition of the tanks and associated structure are found satisfactory by the Surveyor at the time of the Overall and Close-up Survey.</u> <hereinafter, omitted>	Section 3 Oil Tankers 301. ~ 303. <same as the current Rules> 304. Special Survey 1. ~ 4. <same as the current Rule> 5. Extent of tank testing [See Guidance] (1) <same as the current Rule> (2) Cargo tank testing carried out by the vessel's <u>ship's</u> crew under the direction of the Master may be accepted by the Surveyor provided the following conditions are complied with: <u>(2024)</u> (A) <same as the current Rule> <u>(B) the tank testing is carried out prior to overall survey or close-up survey. (2024)</u> <u>(C) the tank testing is carried out within the Special Survey window and not more than 3 months prior to the date on which the overall or close up survey is completed. (2024)</u> <u>(D) (B) the tank testing has been satisfactorily carried out and</u> there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank. (C) the tank testing has been satisfactorily carried out within Special Survey window not more than 3 months prior to the date of the survey on which the Overall or Close-up Survey is completed. <u>(E) (D) the satisfactory results of the testing is recorded in the vessel's ship's logbook. and (2024)</u> <u>(F) (E) the internal and external condition of the tanks and associated structure are found satisfactory by the Surveyor at the time of the Overall and Close-up Survey.</u> <hereinafter, same as the current Rule>	– 2.5.1 of IACS UR Z10.1 (Rev.25 Feb 2023) reflected – No. readjusted. – No. readjusted.

Present	Amendments	Reason
Section 5 Double Hull Oil Tankers 501. ~ 503. <omitted> 504. Special Survey 1. ~ 4. <omitted> 5. Extent of tank testing <i>(2023)</i> (1) <omitted> (2) Cargo tank testing carried out by the <u>vessel's</u> crew under the direction of the Master may be accepted by the Surveyor provided the following conditions are complied with: (A) <omitted> <u><newly added></u> <u>(B) there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank.</u> <u>(C) the tank testing has been satisfactorily carried out within Special Survey window not more than 3 months prior to the date of the survey on which the Overall or Close-up Survey is completed.</u> <u>(D) the satisfactory results of the testing is recorded in the vessel's logbook.</u> <u>(E) the internal and external condition of the tanks and associated structure are found satisfactory by the Surveyor at the time of the Overall and Close-up Survey.</u> Note : The guidance on pressure testing of boundaries of cargo oil tanks under direction of the master specified in 304. 6 of the Guidance is to be applied. <i>(2023)</i> <hereinafter, omitted>	Section 5 Double Hull Oil Tankers 501. ~ 503. <same as the current Rule> 504. Special Survey 1. ~ 4. <same as the current Rule> 5. Extent of tank testing <i>(2023)</i> (1) <same as the current Rule> (2) Cargo tank testing carried out by the vessel's <u>ship's</u> crew under the direction of the Master may be accepted by the Surveyor provided the following conditions are complied with: <i>(2024)</i> (A) <same as the current Rule> <u>(B) the tank testing is carried out prior to overall survey or close-up survey. (2024)</u> <u>(C) the tank testing is carried out within the special survey window and not more than 3 months prior to the date on which the overall or close up survey is completed. (2024)</u> <u>(D) (B) the tank testing has been satisfactorily carried out and there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank. (2024)</u> (C) the tank testing has been satisfactorily carried out within Special Survey window not more than 3 months prior to the date of the survey on which the Overall or Close-up Survey is completed. <u>(E) (D) the satisfactory results of the testing is recorded in the vessel's ship's logbook. and (2024)</u> <u>(F) (E) the internal and external condition of the tanks and associated structure are found satisfactory by the Surveyor at the time of the Overall and Close-up Survey.</u> Note : The guidance on pressure testing of boundaries of cargo oil tanks under direction of the master specified in 304. 6 of the Guidance is to be applied. <i>(2023)</i> <hereinafter, same as the current Rule>	– 2.5.1 of IACS UR Z10.4 (Rev.18 Feb 2023) reflected – No. readjusted. – No. readjusted.

Present	Amendments	Reason
Section 6 Double Skin Bulk Carriers 601. General <omitted> 602. Annual Survey 1. ~ 6. <omitted> <u><newly added></u> <hereinafter, omitted>	Section 6 Double Skin Bulk Carriers 601. General <same as the current Rule> 602. Annual Survey 1. ~ 6. <same as the current Rule> <u>7. Examination of double-side skin void spaces for bulk carriers exceeding 20 years of age and of 150 m in length and upwards (2024)</u> <u>Examination of double-side skin void spaces, for bulk carriers exceeding 20 years of age and of 150 m in length and upwards, are to be carried out when required as a consequence of the results of the Special Survey (as required by 604. 2. (4)) and Intermediate Survey (as required by 603. 1. (4) (a)).</u> <u>When considered necessary by the Administration, or when extensive corrosion exists, thickness measurements should be carried out.</u> <u>If the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements should be increased in accordance with Table 18 of Annex 1-5.</u> <u>These extended thickness measurements should be carried out before the survey is credited as completed.</u> <u>Suspect areas identified at previous surveys should be examined.</u> <u>Areas of substantial corrosion identified at previous surveys should have thickness measurements taken.</u> <u>For bulk carriers built under the IACS Common Structural Rules (Pt 11 or Pt 13), the annual thickness gauging may be omitted where a protective coating has been applied in accordance with the coating manufacturer's requirements and is maintained in good condition.</u> <hereinafter, same as the current Rule>	- 3.4 of IACS UR Z10.5 (Rev.20 Feb 2023) reflected

Present	Amendments	Reason				
603. Intermediate Survey 1. General <omitted> 2. Examination of ballast tanks The examination of ballast tanks in Intermediate Survey is to be in accordance with the follows. <table><tr><td>5 years< age ≤ 10 years^{1), 2), 3)}</td><td rowspan="2"><omitted></td></tr><tr><td>1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys</td></tr></table> (NOTES) 1) <omitted> 2) Where <u>POOR coating</u> condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found <u>in POOR</u> condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. <omitted> <hereinafter, omitted>	5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>	1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys	603. Intermediate Survey 1. General <same as the current Rule> 2. Examination of ballast tanks <same as the current Rule> <table><tr><td><same as the current Rule></td></tr></table> (NOTES) 1) <same as the current Rule> 2) Where POOR coating <u>a hard coating is found to be in less than GOOD</u> condition, corrosion or other defects are found in ballast tanks or where a hard protective coating was not applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. <u>(2024)</u> 3) In ballast tanks other than double bottom ballast tanks, where a hard protective coating is found in POOR <u>to be in less than GOOD</u> condition, and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question are to be examined and thickness measurements carried out as considered necessary at annual intervals. <u>(2024)</u> <same as the current Rule> <hereinafter, same as the current Rule>	<same as the current Rule>	- 4.2.2.1, b) of IACS UR Z10.5 (Rev.20 Feb 2023) reflected - 4.2.2.1, c) of IACS UR Z10.5 (Rev.20 Feb 2023) reflected
5 years< age ≤ 10 years ^{1), 2), 3)}	<omitted>					
1. Overall Survey of representative ballast tanks 2. Overall Survey and Close-up Survey of suspect areas identified at previous surveys						
<same as the current Rule>						

Present	Amendments	Reason
604. Special Survey 1. General <omitted> 2. Tank protection (1) Where provided, the condition of the corrosion prevention system of ballast tanks is to be examined. For ballast tanks, excluding double bottom ballast tanks, where a hard protective coating is found <u>in POOR</u> condition and it is not <u>renewed</u>, where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in question are to be examined at annual intervals. Thickness measurements are to be carried out as "deemed necessary by the Surveyor". <i>(2023)</i> Note : The term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 3 of the Guidance. (2) ~ (3) <omitted> <u><newly added></u> <hereinafter, omitted>	604. Special Survey 1. General <same as the current Rule> 2. Tank Space protection <i>(2024)</i> (1) Where provided, the condition of the corrosion prevention system of ballast tanks is to be examined. For ballast tanks, excluding double bottom ballast tanks, where a hard protective coating is found <u>in POOR to be in less than Good</u> condition and it is not renewed, <u>or</u> where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in question are to be examined at annual intervals. Thickness measurements are to be carried out as "deemed necessary by the Surveyor". <i>(2024)</i> Note : The term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 3 of the Guidance. (2) ~ (3) <same as the current Rule> <u>(4) For double-side skin void spaces bounding cargo holds for bulk carriers exceeding 20 years of age and of 150 m in length and upwards, where provided, the condition of the corrosion prevention system of void spaces shall be examined. Where a hard protective coating is found to be in POOR condition, and it is not renewed, or where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the void spaces in question shall be examined at annual intervals.</u> <u>Thickness measurements shall be carried out as deemed necessary by the surveyor. (2024)</u> <hereinafter, same as the current Rule>	– 2.2.3.1 of IACS UR Z10.5 (Rev.20 Feb 2023) reflected – 2.2.3.3 of IACS UR Z10.5 (Rev.20 Feb 2023) reflected

Effective Date : 1 July 2024

(The contract date for ship construction)

Present	Amendment	Note
CHAPTER 1 <same as the present Rules> CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 <same as the present Rules> Section 2 Annual Survey 201. – 203. <same as the present Rules> 204. Additional requirements to ship types 1. Oil tankers(including tankers) : <i>(2023)</i> The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where “considered necessary by the Surveyor”, the performance test and overhauling may be required. (1) – (23) <same as the present Rules> (24) <u>Checks are to be made on the resistance to the hull of the ship for bonding straps specified in Pt 7, Ch 1, 1104. by visual inspection</u> (25) – (27) <same as the present Rules> 2. Chemical tankers <i>(2023)</i> The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where “considered necessary by the Surveyor”, the performance test and overhauling may be required. (1) – (42) <same as the present Rules>	CHAPTER 1 <same as the present Rules> CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 <same as the present Rules> Section 2 Annual Survey 201. – 203. <same as the present Rules> 204. Additional requirements to ship types 1. Oil tankers(including tankers) : <i>(2023)</i> The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where “considered necessary by the Surveyor”, the performance test and overhauling may be required. (1) – (23) <same as the present Rules> (24) <u>Checks are to be made on the resistance to the hull of the ship for bonding straps specified in Pt 7, Ch 1, 1104. Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024)</u> (25) – (27) <same as the present Rules> 2. Chemical tankers <i>(2023)</i> The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where “considered necessary by the Surveyor”, the performance test and overhauling may be required. (1) – (42) <same as the present Rules>	(Amended) - Installed bonding straps are be checked during the survey by visual inspection.

Present	Amendment	Note
(43) Checks are to be made on the resistance to the hull of the ship for bonding straps specified in Pt 7, Ch 1, 1104. (44) <same as the present Rules> 3. Liquefied gas carriers (2023) The additional requirements are to apply to Annual Survey as follows, as far as practicable, during a loading or discharging operation. Access for cargo tanks or inerted hold spaces, however, need not be surveyed unless otherwise specially required by the Surveyor. Where "considered necessary by the Surveyor", the performance test and overhauling may be required. Note : The term "considered necessary by the Surveyor" means the cases as specified in Ch 1, 801. 6 of the Guidance. (1) – (49) <same as the present Rules> (50) Miscellaneous (A) <u>It is to be verified that all accessible cargo piping systems are electrically bonded to the hull.</u> (B) – (D) <same as the present Rules> (51) – (54) <same as the present Rules> 4. <same as the present Rules>	(43) Checks are to be made on the resistance to the hull of the ship for bonding straps specified in Pt 7, Ch 1, 1104. Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024) (44) <same as the present Rules> 3. Liquefied gas carriers (2023) The additional requirements are to apply to Annual Survey as follows, as far as practicable, during a loading or discharging operation. Access for cargo tanks or inerted hold spaces, however, need not be surveyed unless otherwise specially required by the Surveyor. Where "considered necessary by the Surveyor", the performance test and overhauling may be required. Note : The term "considered necessary by the Surveyor" means the cases as specified in Ch 1, 801. 6 of the Guidance. (1) – (49) <same as the present Rules> (50) Miscellaneous (A) It is to be verified that all accessible cargo piping systems are electrically bonded to the hull. Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024) (B) – (D) <same as the present Rules> (51) – (54) <same as the present Rules> 4. <same as the present Rules>	(Amended) – The requirement has been amended to check Installation of bonding straps by visual inspection. (Amended) – The requirement has been amended to check Installation of bonding straps by visual inspection.

Present	Amendment	Note
Section 3 Intermediate Survey 301. – 303. <same as the present Rules> 304. Additional requirements to ship types [See Guidance] At each Intermediate Survey, in addition to all the requirements of Annual Survey, the following requirements are to be complied with. 1. Oil tankers(including tankers) (2020) : The additional requirements are to apply to Intermediate Survey as follows, as far as practicable. (1) – (2) <same as the present Rules> 2. Chemical tankers : The additional requirements are to apply to Intermediate Survey as follows, as far as practicable. (1) – (5) <same as the present Rules> (6) <u>Confirmation, where applicable, that pipelines and independent cargo tanks are electrically bonded to the hull.</u> (7) <same as the present Rules>	Section 3 Intermediate Survey 301. – 303. <same as the present Rules> 304. Additional requirements to ship types [See Guidance] At each Intermediate Survey, in addition to all the requirements of Annual Survey, the following requirements are to be complied with. 1. Oil tankers(including tankers) (2020) : The additional requirements are to apply to Intermediate Survey as follows, as far as practicable. (1) – (2) <same as the present Rules> <u>(3) Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024)</u> 2. Chemical tankers : The additional requirements are to apply to Intermediate Survey as follows, as far as practicable. (1) – (5) <same as the present Rules> (6) <u>Confirmation, where applicable, that pipelines and independent cargo tanks are electrically bonded to the hull. Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024)</u> (7) <same as the present Rules>	(Amended) – The requirement has been amended to check Installation of bonding straps by visual inspection. (Amended) – The requirement has been amended to check Installation of bonding straps by visual inspection.

Present	Amendment	Note
2. Chemical tankers : The additional requirements are to be surveyed as follows, (1) – (3) <same as the present Rules> 3. Liquefied gas carriers : The additional requirements are to be surveyed as follows, (1) – (7) <same as the present Rules> (8) Miscellaneous (A) – (C) <same as the present Rules> (D) <u>It is to be verified that all cargo piping system are electrically bonded to the hull.</u> Section 6 – 19 <same as the present Rules> CHAPTER 3 <same as the present Rules>	2. Chemical tankers : The additional requirements are to be surveyed as follows, (1) – (3) <same as the present Rules> (4) <u>Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024)</u> 3. Liquefied gas carriers : The additional requirements are to be surveyed as follows, (1) – (7) <same as the present Rules> (8) Miscellaneous (A) – (C) <same as the present Rules> (D) <u>It is to be verified that all cargo piping system are electrically bonded to the hull. Check that cargo tanks, process plant and piping systems specified in Pt 7, Ch1, 1104. are electrically bonded and connected to the hull of the ships by visual inspection. (2024)</u> Section 6 – 19 <same as the present Rules> CHAPTER 3 <same as the present Rules>	(Added) – The requirement has been added to check Installation of bonding straps by visual inspection. (Amended) – The requirement has been amended to check Installation of bonding straps by visual inspection.

(Draft)

Amended Guidance Relating to the Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)



– Main Amendments –

(1) Effective date : 1 April 2023 (Date of which the application for survey is submitted)

- Clarification for “Representative ballast spaces” and the acceptance of thickness measurement during TOC
 - Added two(2) Internal Notes of IACS Survey Panel

(2) Effective date : on or after 1 Jan. 2024 (to ships contracted for construction)

- To reflect IACS UR S14(Rev.7 Dec. 2022)

(3) Effective date : 1 July. 2024 (Date of which the application for survey is submitted)

- Reflecting necessary requirement when applying rules
- Revision of Remarks for Oil Tanker ‘ESP’ in Appendix 1-1 (IACS UR Z11, Rev.5 May 2023 reflected)
- Plant notation added to “Special Feature Notations” of Mobile Offshore Unit in Appendix 1-1
- Revision of Relevant Requirements for IWS in Appendix 1-1
- Revision of Table 1 in Appendix 1-4, “Owners Inspection Report”
(Reflecting IACS UR Z10.2 (Rev.37 Feb 2023) and Z10.5 (Rev.20 Feb 2023))
- Annex 1-5 “Thickness Measurement Method for Hull Structural Members” updated
 - : When hatch coaming is included in the longitudinal strength member, such as a container ship, the location and number of thickness measuring points is included on Fig 5.
 - : Figures for “wind and water strakes” have been revised

(4) Effective date : 1 July 2024 (Date of which application for survey is submitted)

- External Opinion Inquiry carried out between 24 Jan. and 7 Feb. 2024

● IACS PR1A(Rev.9 Aug 2023)

: This revision is to ensure that clause B2.1.1 iii) for Chemical Tankers can be applied also to Oil Tankers, which have the same structure as Chemical Tankers.

● Revision of provisions mentioning Instruction for the Classification Survey

: Since the Instruction for the Classification Survey are confidential, it was considered inappropriate to directly mention the relevant provisions.

(1) Effective date : 1 April 2023

(Date of which application for survey is submitted)

Present	Amendments	Reason
CHAPTER 1 CLASSIFICATION Section 2 ~ 3 <omitted> Section 4 Classification Survey after Construction 401. ~ 402. <omitted> 403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2020) [See Rule] <omitted> 1. ~ 3. <omitted> 4. Classification Survey <omitted> (1) When a ship is classed by the Society as a results of transfer of class (A) <omitted> (a) Hull Classification Survey (i) <omitted> (ii) For vessels between 5 and 10 years of age, the survey is to include the scope of an Annual Survey and inspection of <u>a representative number of ballast spaces.</u> (iii) For vessels of 10 years of age and above but less than 20 years of age, the survey is to include the scope of an Annual Survey and inspection of <u>a representative number of ballast spaces</u> and cargo spaces, except for: (2019) ① ~ ② <omitted> <u><note newly added></u> (iv) ~ (ix) <omitted>	CHAPTER 1 CLASSIFICATION Section 2 ~ 3 <same as the current Guidance> Section 4 Classification Survey after Construction 401. ~ 402. <same as the current Guidance> 403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2020) [See Rule] <same as the current Guidance> 1. ~ 3. <same as the current Guidance> 4. Classification Survey <same as the current Guidance> (1) When a ship is classed by the Society as a results of transfer of class (A) <same as the current Guidance> (a) Hull Classification Survey (i) <same as the current Guidance> (ii) For vessels between 5 and 10 years of age, the survey is to include the scope of an Annual Survey and inspection of <u>a representative number of ballast spaces*</u>. (2023) (iii) For vessels of 10 years of age and above but less than 20 years of age, the survey is to include the scope of an Annual Survey and inspection of <u>a representative number of ballast spaces*</u> and cargo spaces, except for: (2023) ① ~ ② <same as the current Guidance> <u>* Note : Representative ballast tanks include the fore and aft peak tanks and a number of other tanks, taking into account the total number and type of ballast tanks.</u> (iv) ~ (ix) <same as the current Guidance>	E-mail request from Survey Team (14th Dec. 2022) – A Clarification for “a representative number of ballast spaces” of Classification Survey at TOC is to be applied in accordance with the Internal Note of IACS Survey PANEL.

Present	Amendments	Reason
(x) In the context of applying (i) to (viii) above, as applicable, consideration may be given by the Society to the acceptance of thickness measurements taken by the losing society provided; ① if the Classification Survey is to be credited as a periodical survey for maintenance of class, they were carried out within the applicable survey window of the periodical survey in question. ② if the Classification Survey is not to be credited as a periodical survey for maintenance of class, they were carried out; - within 15 months prior to completion of Classification Survey when it is in the scope of a Special Survey, - within 18 months prior to completion of Classification Survey when it is in the scope of an Intermediate Survey. In ① and ② both cases, the thickness measurements are to be reviewed by the Society for compliance with the applicable survey requirements, and <u>confirmatory gaugings</u> are to be taken to the satisfactory of the Society. <u><Note newly added></u> <hereinafter, omitted> <u><for reference></u> PSU22050 : The acceptance of thickness measurement(TM) during TOC Background - Only TOC entry survey is carried out, not actual special survey(SS), and TOC entry survey scope is 4th SS based on PR 1A. - Intermediate survey(IS)/TM was conducted by Losing Society(LS)10 months ago as a scope of 3rd SS in accordance with UR Z10.2. Based on PR 1A, TM by LS may be accepted subject to confirmatory gauging. - For this case, it is found that TM scope between TOC entry survey (4th SS scope) and Last IS(3rd SS scope) has the difference. e.g. one of differences: (TOC survey as 4th SS scope) 3 belt gauging, (IS as 3rd SS scope) 2 belt gauging Internal Note The full scope of the 4th SS requirements including additional TM is to be applied for this case.	(x) In the context of applying (i) to (viii) above, as applicable, consideration may be given by the Society to the acceptance of thickness measurements taken by the losing society provided; ① if the Classification Survey is to be credited as a periodical survey for maintenance of class, they were carried out within the applicable survey window of the periodical survey in question. ② if the Classification Survey is not to be credited as a periodical survey for maintenance of class, they were carried out; - within 15 months prior to completion of Classification Survey when it is in the scope of a Special Survey, - within 18 months prior to completion of Classification Survey when it is in the scope of an Intermediate Survey. In ① and ② both cases, the thickness measurements are to be reviewed by the Society for compliance with the applicable survey requirements, and <u>confirmatory gaugings*</u> are to be taken to the satisfactory of the Society. <u>(2023)</u> <u>* Note : Where the scope of thickness measurements required by the Society is different from the scope of thickness measurements taken by the losing Society, additional thickness measurements by the difference are to be carried out together with the confirmatory gaugings.</u> <hereinafter, same as the current Guidance>	Survey Team's letter (SUR3000-48-2023, 10th Jan. 2023) - An IACS Internal Note was issued through the Survey Panel to clarify the IACS PR1A phrases in the process of taking action on finding pointed out by the 2022 EMSA Inspection in relation to the TOC Classification Survey

(2) Effective date : 1 Jan. 2024

(to ships contracted for construction)

Present	Amendments	Reason
Annex 1–16 Procedures for Testing Tanks and Tight Boundaries (2018) In the Classification Survey during construction, structural testing, leak testing and hose testing are to be carried out in accordance with the following: 1. General (1) The testing procedures of watertight compartments are to be carried out in accordance with ANNEX 1–16, the “Procedures for Testing Tanks and Tight Boundaries”. The requirements of ANNEX 1–16 are divided into <u>two</u> parts, PART A and PART B as follows: • PART A – SOLAS Ships (including CSR BC & OT) • PART B – <u>Non-SOLAS Ships and SOLAS Exempt/Equivalent Ships</u> <u><newly added></u> (2) <omitted> (3) Testing procedures of watertight compartments are to be carried out in accordance with PART B for <u>non-SOLAS ships and those SOLAS ships (including CSR BC & OT) for which:</u> (A) the shipyard provides documentary evidence of the shipowner’s agreement to a request to the Flag Administration for an exemption from the application of SOLAS Chapter II–1, Regulation 11, or for an equivalency agreeing that the content of PART B is equivalent to SOLAS Chapter II–1, Regulation 11; and (B) the above-mentioned exemption/equivalency has been granted by the responsible Flag Administration. <u><newly added></u>	Annex 1–16 Procedures for Testing Tanks and Tight Boundaries (2018) In the Classification Survey during construction, structural testing, leak testing and hose testing are to be carried out in accordance with the following: 1. General (1) The testing procedures of watertight compartments are to be carried out in accordance with ANNEX 1–16, the “Procedures for Testing Tanks and Tight Boundaries”. The requirements of ANNEX 1–16 are divided into two <u>three</u> parts, PART A, <u>Part B</u> and PART B C as follows: <u>(2024)</u> • PART A – SOLAS Ships (including CSR BC & OT) • PART B – Non-SOLAS Ships and SOLAS Exempt/Equivalent Ships • <u>PART C – Non-SOLAS Ships</u> (2) <same as the current Guidance> (3) Testing procedures of watertight compartments are to be carried out in accordance with PART B for non-SOLAS ships and those SOLAS ships (including CSR BC & OT) for which: <u>(2024)</u> (A) the shipyard provides documentary evidence of the shipowner’s agreement to a request to the Flag Administration for an exemption from the application of SOLAS Chapter II–1, Regulation 11, or for an equivalency agreeing that the content of PART B is equivalent to SOLAS Chapter II–1, Regulation 11; and (B) the above-mentioned exemption/equivalency has been granted by the responsible Flag Administration. <u>(4) Testing procedures of watertight compartments are to be carried out in accordance with PART C for non-SOLAS ships, see SOLAS Chapter I, Regulation 1 and Regulation 3. (2024)</u>	– to reflect S14.2.1 of UR S14(Rev.7 Dec. 2022) – to reflect S14.2.3 of UR S14(Rev.7 Dec. 2022) – to reflect S14.2.4 of UR S14(Rev.7 Dec. 2022)

Present	Amendments	Reason
4. Test Procedures (1) General <omitted> (2) Structural test procedures (A) Type and time of test (a) Where a structural test is specified in Table 3.1.1 or Table 3.1.2, a hydrostatic test in accordance with (4) (A) will be acceptable. Where practical limitations (strength of building berth, light density of liquid, etc.) prevent the performance of a hydrostatic test, a hydropneumatic test in accordance with (4) (B) may be accepted instead. (b) hydrostatic test or hydropneumatic test for the confirmation of structural adequacy may be carried out while the vessel is afloat, provided the results of a leak test are confirmed to be satisfactory before the vessel is afloat. <u><newly added></u> (c) Where the cofferdam is waived in accordance with Pt 13, Sub Pt 1, Ch 2, Sec 3, 1.2.4 of the Rules, the structural test is carried out with a test pressure increased by 1 mm in accordance with Pt 13, Sub Pt 1, Ch 2, Sec 3, 1.2.4 of the Rules.	4. Test Procedures (1) General <sane as the current Guidance> (2) Structural test procedures (A) Type and time of test (a) Where a structural test is specified in Table 3.1.1 or Table 3.1.2, a hydrostatic test in accordance with (4) (A) will be acceptable. Where practical limitations (strength of building berth, light density of liquid, etc.) prevent the performance of a hydrostatic test, a hydropneumatic test in accordance with (4) (B) may be accepted instead. (b) hydrostatic test or hydropneumatic test for the confirmation of structural adequacy may be carried out while the vessel is afloat, provided the results of a leak test are confirmed to be satisfactory before the vessel is afloat. <u>(c) Alternative equivalent tank testing procedures may be considered for tanks which are constructed from composite materials such as glass reinforced plastic (GRP) and fibre reinforced plastic (FRP) based on the recommendations of the composite manufacturer. (2024)</u> <u>(d) Where the cofferdam is waived in accordance with Pt 13, Sub Pt 1, Ch 2, Sec 3, 1.2.4 of the Rules, the structural test is carried out with a test pressure increased by 1 mm in accordance with Pt 13, Sub Pt 1, Ch 2, Sec 3, 1.2.4 of the Rules.</u>	– to reflect 4.2.1 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022) – to readjust Number

Present	Amendments	Reason
(4) Test Methods (A) Hydrostatic test (a) Unless another liquid is approved, hydrostatic tests are to consist of filling the space with fresh water or sea water, whichever is appropriate for testing to the level specified in Table 3.1.1 or Table 3.1.2. Also refer to 4. (7) "Hydrostatic or hydropneumatic tightness test. (b) In cases where a tank is designed for cargo densities greater than sea water and testing is with fresh water or sea water, the testing pressure height is to simulate the actual loading for those greater cargo densities as far as <u>practicable</u>. (c) All external surfaces of the tested space are to be examined for structural distortion, bulging and buckling, other related damage and leaks.	(4) Test Methods (A) Hydrostatic test (a) Unless another liquid is approved, hydrostatic tests are to consist of filling the space with fresh water or sea water, whichever is appropriate for testing to the level specified in Table 3.1.1 or Table 3.1.2. Also refer to 4. (7) "Hydrostatic or hydropneumatic tightness test. (b) In cases where a tank is designed for cargo densities greater than sea water and testing is with fresh water or sea water, the testing pressure height is to simulate the actual loading for those greater cargo densities as far as practicable; <u>but the test pressure shall not exceed the maximum design internal pressure at the top of tank. (2024)</u> (c) All external surfaces of the tested space are to be examined for structural distortion, bulging and buckling, other related damage and leaks.	– to reflect 4.4.1 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022)

Present					Amendments					Reason
Table 3.1.1 Test Requirements for Tanks and Boundaries					Table 3.1.1 Test Requirements for Tanks and Boundaries					- to reflect Table 1 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022)
	Tank or boundary to be tested	Test type	Test head or pressure	Remarks		Tank or boundary to be tested	Test type	Test head or pressure	Remarks	
1	Double bottom tanks ⁽⁴⁾	Leak and Structural ⁽¹⁾	The greater of - top of the <u>overflow</u> , - to 2.4m above top of tank ⁽²⁾ , or - to bulkhead deck	-	1	Double bottom tanks ⁽⁴⁾ <u>(2024)</u>	Leak and Structural ⁽¹⁾	The greater of - top of the overflow ⁽¹⁰⁾ , - to 2.4m above top of tank ⁽²⁾ , or - to bulkhead deck	-	
<omitted>					<sane as the current Guidance>					
3	Double side tanks	Leak and Structural ⁽¹⁾	The greater of - top of the <u>overflow</u> , - to 2.4m above top of tank ⁽²⁾ , or - to bulkhead deck	-	3	Double side tanks <u>(2024)</u>	Leak and Structural ⁽¹⁾	The greater of - top of the overflow ⁽¹⁰⁾ , - to 2.4m above top of tank ⁽²⁾ , or - to bulkhead deck	-	
<omitted>					<sane as the current Guidance>					
5	Deep tanks other than those listed elsewhere in this table	Leak and Structural ⁽¹⁾	The greater of - top of the <u>overflow</u> , or - to 2.4m above top of tank ⁽²⁾	-	5	Deep tanks other than those listed elsewhere in this table <u>(2024)</u>	Leak and Structural ⁽¹⁾	The greater of - top of the overflow ⁽¹⁰⁾ , or - to 2.4m above top of tank ⁽²⁾	-	
6	Cargo oil tanks	Leak and Structural ⁽¹⁾	The greater of - top of the <u>overflow</u> , - to 2.4m above top of tank ⁽²⁾ , or - to top of tank ⁽²⁾ plus <u>setting of any pressure relief valve</u>	-	6	Cargo oil tanks <u>(2024)</u>	Leak and Structural ⁽¹⁾	The greater of - top of the overflow ⁽¹⁰⁾ , - to 2.4m above top of tank ⁽²⁾ , or - to top of tank ⁽²⁾ plus setting of any the design vapour pressure relief valve	-	
<omitted>					<sane as the current Guidance>					
8	Peak tanks	Leak and Structural ⁽¹⁾	The greater of - top of the <u>overflow</u> , or - to 2.4m above top of tank ⁽²⁾	After peak to be tested after installation of stern tube	8	Peak tanks <u>(2024)</u>	Leak and Structural ⁽¹⁾	The greater of - top of the overflow ⁽¹⁰⁾ , or - to 2.4m above top of tank ⁽²⁾	After peak to be tested after installation of stern tube	
<omitted>					<sane as the current Guidance>					

Present					Amendments					Reason
20	Ballast ducts	Leak and Structural ⁽¹⁾	The greater of – ballast pump maximum pressure, or – setting of any pressure relief valve	–	20	Ballast ducts	Leak and Structural ⁽¹⁾	The greater of – ballast pump maximum pressure, or – setting of any pressure relief valve	–	– to reflect Table 1 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022)
21	Fuel oil tanks	Leak and Structural ⁽¹⁾	The greater of – top of the <u>overflow</u> , – to 2.4m above top of tank ⁽²⁾ , or – to top of tank ⁽²⁾ plus <u>setting of any pressure relief valves</u> , or – to bulkhead deck	–	21	Fuel oil tanks <u>(2024)</u>	Leak and Structural ⁽¹⁾	The greater of – top of the overflow ⁽¹⁰⁾ , – to 2.4m above top of tank ⁽²⁾ , or – to top of tank ⁽²⁾ plus setting of any the design vapour pressure relief valves , or – to bulkhead deck	–	
<u><newly added></u>					22	<u>Fuel oil overflow tanks not intended to hold fuel (2024)</u>	<u>Leak and Structural⁽¹⁾</u>	<u>The greater of</u> – <u>top of the overflow⁽¹⁰⁾</u> , – <u>to 2.4m above top of tank⁽²⁾</u> , <u>or</u> – <u>to bulkhead deck</u>	=	
Note: ⁽¹⁾ ~ ⁽⁵⁾ <omitted> ⁽⁶⁾ Where water tightness of a watertight door has not been confirmed by prototype test, testing by filling watertight spaces with water is to be carried out. See SOLAS regulation II-1/16.2 and <u>MSC/Circ.1176</u> . ⁽⁷⁾ ~ ⁽⁹⁾ <omitted> <u><newly added></u>					Note: ⁽¹⁾ ~ ⁽⁵⁾ <sane as the current Guidance> ⁽⁶⁾ Where water tightness of a watertight door has not been confirmed by prototype test, testing by filling watertight spaces with water is to be carried out. See SOLAS regulation II-1/16.2 and MSC/Circ.1176 <u>MSC.1/Circ.1572/Rev.1. (2024)</u> ⁽⁷⁾ ~ ⁽⁹⁾ <sane as the current Guidance> <u>⁽¹⁰⁾ Refer to section 3. (3) (2024)</u>					– to reflect Notes of Table 1 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022)

Present						Amendments						Reason
Table 3.1.2 Additional Test Requirements for Special Service Ships/Tanks						Table 3.1.2 Additional Test Requirements for Special Service Ships/Tanks						- to reflect Table 2 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022)
	Type of ship/tank	Structures to be tested	Type of test	Test head or pressure	Remarks		Type of ship/tank	Structures to be tested	Type of test	Test head or pressure	Remarks	
1	<omitted>					1	<sane as the current Guidance>					- to reflect Notes of Table 2 for ANNEX I, PART A of UR S14 (Rev.7 Dec. 2022)
2	Edible liquid tanks	Independent tanks	Leak and structural ⁽¹⁾	The greater of - top of the <u>overflow</u> , or - to 0.9m above top of tank ⁽²⁾	-	2	Edible liquid tanks <u>(2024)</u>	Independent tanks	Leak and structural ⁽¹⁾	The greater of - top of the overflow ⁽³⁾ , or - to 0.9m above top of tank ⁽²⁾	-	
3	Chemical carriers	Integral or independent cargo tanks	Leak and structural ⁽¹⁾	The greater of - to 2.4m above top of tank ⁽²⁾ , or - to top of tank ⁽²⁾ plus <u>setting of any pressure relief valve</u>	Where a cargo tank is designed for the carriage of cargoes with specific gravities larger than 1.0, <u>an appropriate additional head is to be considered</u> ⁽³⁾	3	Chemical carriers <u>(2024)</u>	Integral or independent cargo tanks	Leak and structural ⁽¹⁾	The greater of - to 2.4m above top of tank ⁽²⁾ , or - to top of tank ⁽²⁾ plus <u>setting of any the design vapour pressure relief valve</u>	Where a cargo tank is designed for the carriage of cargoes with specific gravities larger than 1.0, <u>an appropriate additional head is to be considered</u> ⁽³⁾ <u>see section 4. (4) (A)</u>	
Note: ⁽¹⁾ Refer to 4 (2) (B) ⁽²⁾ Top of tank is deck forming the top of the tank excluding any hatchways. ⁽³⁾ For gravity tanks that are to be loaded with cargoes having a cargo density exceeding 1.0, a hydrostatic test is to be carried out with a head of water to the height obtained from the following formula above the top of the tank. $\frac{H}{2}(\gamma-1)+2.4 \text{ (m)}$ H : Vertical distance measured from the lower edge of the bulkhead plate of the tank top of the tank (m) γ : Density of cargoes loaded in the tank <omitted>						Note: ⁽¹⁾ Refer to 4 (2) (B) ⁽²⁾ Top of tank is deck forming the top of the tank excluding any hatchways. ⁽³⁾ <same as the current Guidance> Refer to section 3. (3) <u>(2024)</u>						- to reflect

Present	Amendments	Reason
PART B – <u>Non-SOLAS Ships and SOLAS Exemption/Equivalent Ships</u> 1. GENERAL (1) These test procedures are to confirm the watertightness of tanks <u>and</u> watertight boundaries and the structural adequacy of tanks which <u>consist</u> of the watertight subdivisions (watertight subdivision means the main transverse and longitudinal subdivisions of the ship required to satisfy the subdivision requirements of SOLAS Chapter II-1.) of ships. These procedures may also be applied to verify the weathertightness of structures and shipboard outfitting. The tightness of all tanks and watertight boundaries of ships during new construction and those relevant to major conversions or major repairs (major repair means a repair affecting structural integrity) is to be confirmed by these test procedures prior to the delivery of the ship. (2) Testing procedures of watertight compartments are to be carried out in accordance with PART B for <u>non-SOLAS ships and</u> those SOLAS ships (including CSR BC & OT) for which: (A) ~ (B) <omitted> 2. APPLICATION (1) Testing procedures are to be carried out in accordance with the requirements of PART A in association with the following alternative procedures for 4. (2) (B) of PART A “Testing Schedule for New Construction or Major Structural <u>Conversion</u>” and alternative test requirements for PART A Table 3.1.1. (2) ~ (4) <omitted> <u><newly added></u>	PART B – Non-SOLAS Ships and SOLAS Exemption <u>Exempt/Equivalent Ships (2024)</u> 1. GENERAL (1) These test procedures are to confirm the watertightness of tanks and watertight boundaries and the structural adequacy of tanks which consist <u>form part</u> of the watertight subdivisions (watertight subdivision means the main transverse and longitudinal subdivisions of the ship required to satisfy the subdivision requirements of SOLAS Chapter II-1.) of ships. These procedures may also be applied to verify the weathertightness of structures and shipboard outfitting. The tightness of all tanks and watertight boundaries of ships during new construction and those relevant to major conversions or major repairs (major repair means a repair affecting structural integrity) is to be confirmed by these test procedures prior to the delivery of the ship. <u>(2024)</u> (2) Testing procedures of watertight compartments are to be carried out in accordance with PART B for non-SOLAS ships and those SOLAS ships (including CSR BC & OT) for which: <u>(2024)</u> (A) ~ (B) <same as the current Guidance> 2. APPLICATION (1) Testing procedures are to be carried out in accordance with the requirements of PART A in association with the following alternative procedures for 4. (2) (B) of PART A “Testing Schedule for New Construction or Major Structural Conversion” and alternative test requirements for PART A Table 3.1.1. <u>(2024)</u> (2) ~ (4) <same as the current Guidance> <u>(5) For tanks which are less than 2 m³ in volume, structural testing may be replaced by leak testing. (2024)</u>	- to reflect ANNEX I, PART B of UR S14 (Rev.7 Dec. 2022) - to reflect 1.1 & 1.2 for ANNEX I, PART B of UR S14 (Rev.7 Dec. 2022) - to reflect 2.1 & 2.5 for ANNEX I, PART B of UR S14 (Rev.7 Dec. 2022)

Present	Amendments	Reason
(5) Where the structural adequacy of the <u>tanks</u> of a vessel were verified by the structural testing required in PART A, Table 3.1.1, subsequent vessels in the series (i.e. sister ships built from the same plans at the same shipyard) may be exempted from structural testing of tanks, provided that: (A) water-tightness of boundaries of all tanks <u>is</u> verified by leak tests and thorough inspections are carried out. (B) structural testing is carried out for at least one <u>tank</u> of “each type” among all <u>tanks</u> of each sister vessel. (2022) Note : The expression of “each type” refers to the purpose of the tanks given in each row of Table 3.1.1 where the structural testing is required. (C) additional <u>tanks</u> may require structural testing if found necessary after the structural testing of the first tank or if deemed necessary by the attending Surveyor. For cargo space boundaries adjacent to other compartments in tankers and combination carriers or boundaries of tanks for segregated cargoes or pollutant cargoes in other types of ships, the provisions of paragraph PART B 2. (3) shall apply in lieu of paragraph PART B 2. (5). (B).	(5) (6) Where the structural adequacy of the tanks <u>and spaces</u> of a vessel were verified by the structural testing required in <u>by either PART A, Table 3.1.1; or PART B 2. (3).</u> subsequent vessels in the series (i.e. sister ships built from the same plans at the same shipyard) may be exempted from structural testing of tanks, provided that: (2024) (A) water-tightness of boundaries of all tanks is <u>and spaces are</u> verified by leak tests and thorough inspections are carried out. (B) structural testing is carried out for at least one tank <u>or space</u> of “each type” among all tanks/<u>spaces</u> of each sister vessel. Note : The expression of “each type” refers to the purpose of the tanks given in each row of Table 3.1.1 where the structural testing is required. (C) additional tanks <u>and spaces</u> may require structural testing if found necessary after the structural testing of the first tank or if deemed necessary by the attending Surveyor. For cargo space boundaries adjacent to other compartments in tankers and combination carriers or boundaries of tanks for segregated cargoes or pollutant cargoes in other types of ships, the provisions of paragraph PART B 2. (3) shall apply in lieu of paragraph PART B 2. (5). (B). <u>structural tests are to be carried out for at least one tank of a group of tanks having structural similarity (i.e. same design conditions, alike structural configurations with only minor localised differences determined to be acceptable by the attending Surveyor) on each vessel provided all other tanks are tested for leaks by an air test.</u>	– to reflect 2.6 for ANNEX I, PART B of UR S14(Rev.7 Dec. 2022)

Present	Amendments	Reason
(6) Sister ships built (i.e. keel laid) two years or more after the delivery of the last ship of the series, may be tested in accordance with PART B 2. (5) at the discretion of the <u>Classification Society</u>, provided that: (A) general workmanship has been maintained (i.e. there has been no discontinuity of shipbuilding or significant changes in the construction methodology or technology at the yard, shipyard personnel are appropriately qualified and demonstrate an adequate level of workmanship as determined by the <u>Classification Society</u>); and (B) an NDT plan is implemented and evaluated by the <u>Classification Society</u> for the tanks not subject to structural tests. Shipbuilding quality standards for the hull structure during new construction are to be reviewed and agreed during the kick-off meeting. Structural fabrication is to be carried out in accordance with IACS Recommendation 47, “Shipbuilding and Repair Quality Standard”, or a recognised fabrication standard which has been accepted by the Classification Society prior to the commencement of fabrication/construction. The work is to be carried out in accordance with the Rules and under survey of the <u>Classification Society</u>.	(6) (7) Sister ships built (i.e. keel laid) two years or more after the delivery of the last ship of the series, may be tested in accordance with PART B 2. (5) (6) at the discretion of the <u>Classification Society</u>, provided that: (2024) (A) general workmanship has been maintained (i.e. there has been no discontinuity of shipbuilding or significant changes in the construction methodology or technology at the yard, shipyard personnel are appropriately qualified and demonstrate an adequate level of workmanship as determined by the <u>Classification Society</u>); and (B) an NDT plan is implemented and evaluated by the <u>Classification Society</u> for the tanks not subject to structural tests. Shipbuilding quality standards for the hull structure during new construction are to be reviewed and agreed during the kick-off meeting. Structural fabrication is to be carried out in accordance with IACS Recommendation 47, “Shipbuilding and Repair Quality Standard”, or a recognised fabrication standard which has been accepted by the Classification Society prior to the commencement of fabrication/construction. The work is to be carried out in accordance with the Rules and under survey of the <u>Classification Society</u>.	– to reflect 2.7 for ANNEX I, PART B of UR S14(Rev.7 Dec. 2022)

Present	Amendments	Reason
<u><newly added></u>	<u>PART C – Non-SOLAS Ships (2024)</u> <u>1. GENERAL</u> (1) <u>These test procedures are to confirm the watertightness of tanks, watertight boundaries and the structural adequacy of tanks which form part of the watertight subdivisions (watertight subdivision means the main transverse and longitudinal subdivisions of the ship) of ships. These procedures may also be applied to verify the weathertightness of structures and shipboard outfitting. The tightness of all tanks and watertight boundaries of ships during new construction and those relevant to major conversions or major repairs (major repair means a repair affecting structural integrity) is to be confirmed by these test procedures prior to the delivery of the ship.</u> (2) <u>Testing procedures of watertight compartments are to be carried out in accordance with PART C for non-SOLAS ships, see SOLAS Chapter I, Regulation 1 and Regulation 3.</u> <u>2. APPLICATION</u> (1) <u>Testing procedures are to be carried out in accordance with the requirements of PART A in association with the following alternative procedures for 4. (2) (B) of PART A “Testing Schedule for New Construction or Major Structural Conversion”.</u> (2) <u>The tank boundaries are to be tested from at least one side. The tanks for structural test are to be selected so that all representative structural members are tested for the expected tension and compression.</u> (3) <u>The requirements given in Table 3.1.1 of Part A to structurally test tanks to 2.4 m above the top of the tank do not apply. Instead, the minimum test pressure for structural testing is to be taken as 0.3D + 0.76 m above the top of the tank where the top of the tank is the deck forming the top of the tank, excluding any hatchways and D is the depth of the ship. The minimum test pressure need not be taken greater than 2.4 m above the top of the tank.</u> (4) <u>Structural tests are to be carried out for at least one tank of a group of tanks having structural similarity (i.e. same design conditions, alike structural configurations with only minor localised differences determined to be acceptable by the attending Surveyor) on each vessel provided all other tanks are tested for leaks by an air test.</u> <u>The acceptance of leak testing using an air test instead of a structural test does not apply to cargo space boundaries adjacent to other compartments in tankers and combination carriers or to the boundaries of tanks for segregated cargoes or pollutant cargoes in other types of ships.</u> (5) <u>Additional tanks may require structural testing if found necessary after the structural testing of the first tank.</u> (6) <u>For tanks which are less than 2 m³ in volume, structural testing may be replaced by leak testing.</u>	– to reflect ANNEX I, PART C of UR S14 (Rev.7 Dec. 2022)

Present	Amendments	Reason
<u><newly added></u>	<u>(7) Where the structural adequacy of the tanks and spaces of a vessel were verified by the structural testing required by either PART A or PART C 2. (4), subsequent vessels in the series (i.e. sister ships built from the same plans at the same shipyard) may be exempted from structural testing of tanks, provided that:</u> <u>(A) water-tightness of boundaries of all tanks and spaces are verified by leak tests and thorough inspections are carried out.</u> <u>(B) structural testing is carried out for at least one tank or space among all tanks/spaces of each sister vessel.</u> <u>(C) additional tanks and spaces may require structural testing if found necessary after the structural testing of the first tank or if deemed necessary by the attending Surveyor.</u> <u>For cargo space boundaries adjacent to other compartments in tankers and combination carriers or boundaries of tanks for segregated cargoes or pollutant cargoes in other types of ships, structural tests are to be carried out for at least one tank of a group of tanks having structural similarity (i.e. same design conditions, alike structural configurations with only minor localised differences determined to be acceptable by the attending Surveyor) on each vessel provided all other tanks are tested for leaks by an air test.</u> <u>(8) Sister ships built (i.e. keel laid) two years or more after the delivery of the last ship of the series, may be tested in accordance with PART C 2. (7) at the discretion of the Society, provided that:</u> <u>(A) general workmanship has been maintained (i.e. there has been no discontinuity of shipbuilding or significant changes in the construction methodology or technology at the yard, shipyard personnel are appropriately qualified and demonstrate an adequate level of workmanship as determined by the Society); and</u> <u>(B) an NDT plan is implemented and evaluated by the Society for the tanks not subject to structural tests. Shipbuilding quality standards for the hull structure during new construction are to be reviewed and agreed during the kick-off meeting. The work is to be carried out in accordance with the Rules and under survey of the Society.</u>	– to reflect ANNEX I, PART C of UR S14 (Rev.7 Dec. 2022)

(3) Effective date : 1 July 2024

(Date of which application for survey is submitted)

Present	Amendments	Reason
CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 2 Annual Survey <u>〈Newly added〉</u> 〈herein after, omitted〉	CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 2 Annual Survey <u>204. Additional requirements to ship types (2024)</u> <u>3. Liquefied gas carriers : (2024)</u> <u>(1) In application to 204. 3 (55) of the Rules, application of appropriate protective screens/devices to prevent the passage of flame should be considered to Pt 7, Ch 5, 802. 15 of the Rules. [See Rule] (2024)</u> 〈herein after, same as present〉	

Present	Amendments	Reason												
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Annex 1-4 Owners Inspection Report The Owner of ships subject to the enhanced survey programme such as bulk carriers, oil tankers and chemical tankers, etc. is to complete the Owner Inspection Report and retain it inside the ship, according to requirement Ch 3, 103. of the Rules. An example of the Owner Inspection Report is shown in Table 1. Table 1 Example of Owner Inspection Report <table><tr><th colspan="8">Owners Inspection Report(Structural Condition)</th></tr><tr><td colspan="2">◦ Ship's Name : _____</td><td colspan="6">◦ Tank No./Hold No. : _____</td></tr><tr><td colspan="8">◦ Grade of Steel :</td></tr><tr><td colspan="2">· Deck : _____</td><td colspan="6">· Side : _____</td></tr><tr><td colspan="2">· Bottom : _____</td><td colspan="6">· Longi. BHD : _____</td></tr><tr><td colspan="8">· Trans. BHD : _____</td></tr><tr><td>Elements</td><td>Cracks</td><td>Buckling</td><td>Corrosion</td><td>Coating Cond.</td><td>Pitting</td><td>Rep., Mod</td><td>Other</td></tr><tr><td colspan="8">⟨omitted⟩</td></tr><tr><td colspan="8">◦ Repairs carried out due to :</td></tr><tr><td colspan="8">◦ Thickness measurements carried out :</td></tr><tr><td colspan="8">· Date :</td></tr><tr><td colspan="8">· Result in General :</td></tr><tr><td colspan="8">◦ Overdue Survey :</td></tr><tr><td colspan="8">◦ Outstanding Conditions of Class :</td></tr><tr><td colspan="8">◦ Comments :</td></tr><tr><td colspan="8">⟨newly added⟩</td></tr><tr><td colspan="8">◦ Date of Inspection : _____</td></tr><tr><td colspan="8">◦ Inspected by : _____</td></tr><tr><td colspan="8">◦ Signature : _____</td></tr></table>	Owners Inspection Report(Structural Condition)								◦ Ship's Name : _____		◦ Tank No./Hold No. : _____						◦ Grade of Steel :								· Deck : _____		· Side : _____						· Bottom : _____		· Longi. BHD : _____						· Trans. BHD : _____								Elements	Cracks	Buckling	Corrosion	Coating Cond.	Pitting	Rep., Mod	Other	⟨omitted⟩								◦ Repairs carried out due to :								◦ Thickness measurements carried out :								· Date :								· Result in General :								◦ Overdue Survey :								◦ Outstanding Conditions of Class :								◦ Comments :								⟨newly added⟩								◦ Date of Inspection : _____								◦ Inspected by : _____								◦ Signature : _____								- TABLE III of IACS UR Z10.2 (Rev.37 Feb 2023) and Z10.5 (Rev.20 Feb 2023) reflected
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Amendments

Reason

Annex 1-4 Owners Inspection Report

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Table 1 Example of Owner Inspection Report

Owners Inspection Report (Structural Condition)							
◦ Ship's Name : _____				◦ Tank No./Hold No. : _____			
◦ Grade of Steel :							
· Deck : _____				· Side : _____			
· Bottom : _____				· Longi. BHD : _____			
· Trans. BHD : _____							
Elements	Cracks	Buckling	Corrosion	Coating Cond.	Pitting	Rep., Mod	Other
〈same as the current Guidance〉							
◦ Repairs carried out due to :							
◦ Thickness measurements carried out :							
· Date :							
· Result in General :							
◦ Overdue Survey :							
◦ Outstanding Conditions of Class :							
◦ Comments :							
* Repairs are to be surveyed by the Society (2024)							
◦ Date of Inspection : _____							
◦ Inspected by : _____							
◦ Signature : _____							

- TABLE III of IACS UR Z10.2 (Rev.37 Feb 2023) and Z10.5 (Rev.20 Feb 2023) reflected

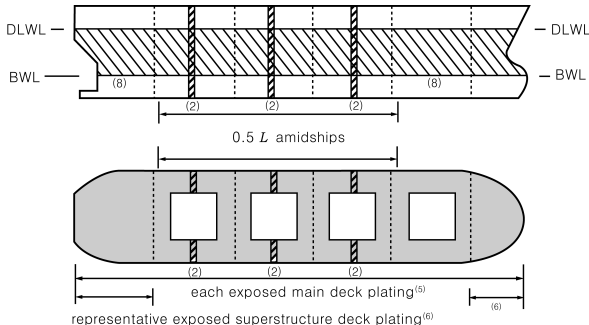
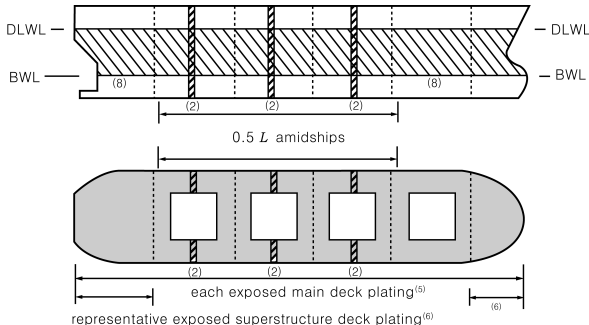
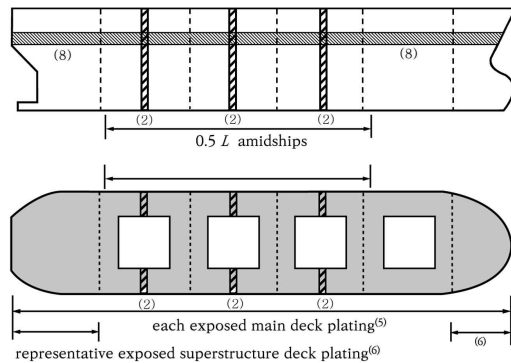
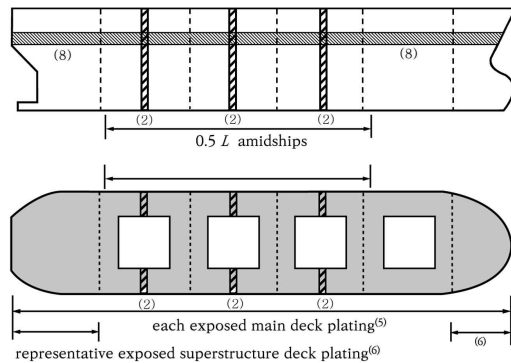
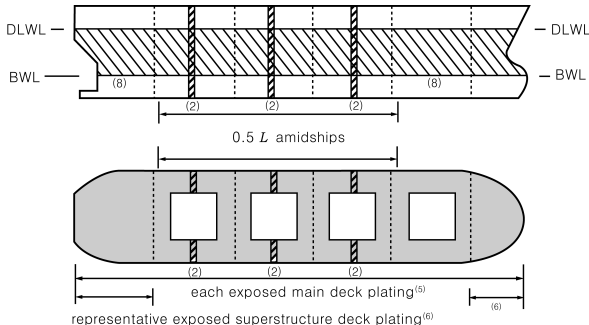
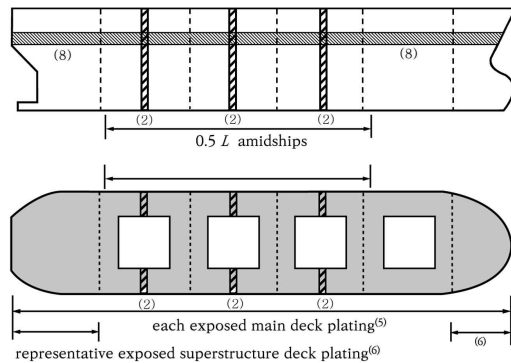
Present	Amendments	Reason
Annex 1–5 Thickness Measurement Method for Hull Structural Members 1. General (1) Purpose of thickness measurement <i>(2022)</i> (A) Corrosion seems to be one of the common denominators in many cases of serious hull casualties resulting in losses of vessels, cargoes and human lives. The purpose of thickness measurement <u>described in the Rules</u> is to prevent vessels from hull casualties. Information provided in the report of hull thickness measurements for a vessel put in service indicates that the vessel is maintaining sufficient local and global strength, if necessary renewal/repair works can be made accordingly. Therefore, thickness measurement reports giving information for the assessment of hull strength(<u>including watertight integrity</u>) as well as for the maintenance of the hull is to be carefully considered. (2) Extent of thickness measurement <omitted> (3) Thickness measurement report (A) <u>The thickness measurement report submitted to the Society shall include the general particulars as shown in Table 19, measuring position, diagram with details of the position to be measured, original thickness, maximum allowable diminution and present thickness(gauged) and diminution, etc. Reporting form shown in Table 20(or equivalent form) is to be used for recording measuring position, original thickness, maximum allowable diminution, present thickness(gauged) and diminution, etc.</u> (B) <u>The thickness measurement report is to be verified and countersigned by the attending Surveyor, and the record is to be kept in the Society and on board the ship.</u>	Annex 1–5 Thickness Measurement Method for Hull Structural Members <i>(2024)</i> 1. General (1) Purpose of thickness measurement <i>(2022)</i> (A) Corrosion seems to be one of the common denominators in many cases of serious hull casualties resulting in losses of vessels, cargoes and human lives. The purpose of thickness measurement described in the Rules is to prevent vessels from hull casualties. Information provided in the report of hull thickness measurements for a vessel put in service indicates that the vessel is maintaining sufficient local and global strength, if necessary renewal/repair works can be made accordingly. Therefore, thickness measurement reports giving information for the assessment of hull strength(including watertight integrity) as well as for the maintenance of the hull is to be carefully considered. <i>(2024)</i> (2) Extent of thickness measurement <same as the current Guidance> (3) Thickness measurement report <i>(2024)</i> <u>(A) Thickness measurement reports are to be recorded in the following form and submitted.</u> <u>(a) General particulars as shown in Table 19; and</u> <u>(b) In case of non-CSR ships, measuring position, diagram with details of the position to be measured, original thickness, maximum allowable diminution and present thickness(gauged) and diminution, etc. Reporting form shown in Table 20–1(or equivalent form).</u> <u>(c) In case of ships built in accordance with the IACS Common Structural Rules (Pt 11, Pt 12 or Pt 13 of the Rules), measuring position, diagram with details of the position to be measured, as built thickness, voluntary thickness addition, renewal thickness, present thickness(gauged) and remaining corrosion addition, etc. Reporting form shown in Table 20–2(or equivalent form).</u> (B) The thickness measurement report is to be verified and countersigned by the attending Surveyor, and the record is to be kept in the Society and on board the ship.	It was introduced a long time ago, so it needs to be updated. 1. (1) Introduced in 1988. – Updated because they overlap with Ch 2, 111, 5 and 6, and Ch 3, 103, 2 of the Rules.

Present	Amendments	Reason
2. Wear Limit (1) General (A) This annex provides standard of wear limit for decision of re-pair of <u>main hull structural members</u>. Wear limit or allowable wear quantity means allowable wear limit. (B) <u>When worn down thickness of hull structural members exceed the wear limit, inspections are to be carried out in detail and corresponding hull structural members are to be renewed by the date recommended by the Surveyor.</u> (C) <u>Wear limit provided by this annex is based on the requirements and scantlings during construction. Therefore, the wear limit for the structural members which have scantlings larger than the required ones and margin in strength may be considered appropriately.</u> (D) Wear limit on hull structural members not provided by this annex follows what is deemed appropriate by the Surveyor. ⟨hereinafter, omitted⟩	2. Wear Limit (1) General (A) This annex provides standard of wear limit for decision of re-pair of main hull structural members <u>or hull equipment</u>. Wear limit or allowable wear quantity means allowable wear limit. (B) <u>When worn down thickness of hull structural members exceed the wear limit, inspections are to be carried out in detail and corresponding hull structural members are to be renewed by the date recommended by the Surveyor.</u> <u>If the thickness measurement results of structural members or fittings exceed the wear limit, the processing procedure is to comply with Ch 2, 109. of the Rules.</u> (C) Wear limit provided by this annex is based on the requirements and scantlings during construction. Therefore, the wear limit for the structural members which have scantlings larger than the required ones and margin in strength may be considered appropriately. (D) Wear limit on hull structural members not provided by this annex follows what is deemed appropriate by the Surveyor. ⟨hereinafter, same as the current Guidance⟩	2. (1), introduced in 2000 – Annex 1–5 also mention “hatch covers” or supporting hull structures associated with towing and mooring, so hull equipment is added. – Updated because they overlap with Ch 2, 109, “Wear limit on structural members” of the Rules. – No. readjusted

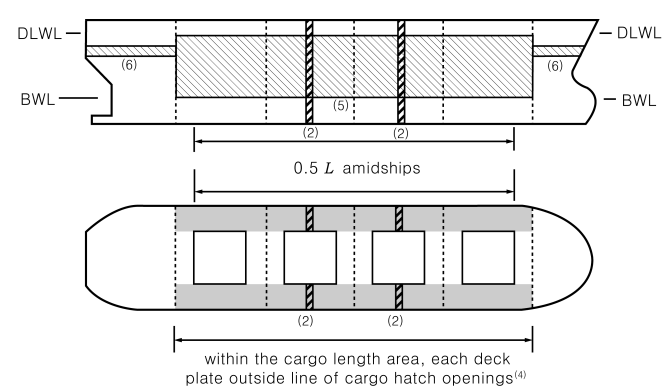
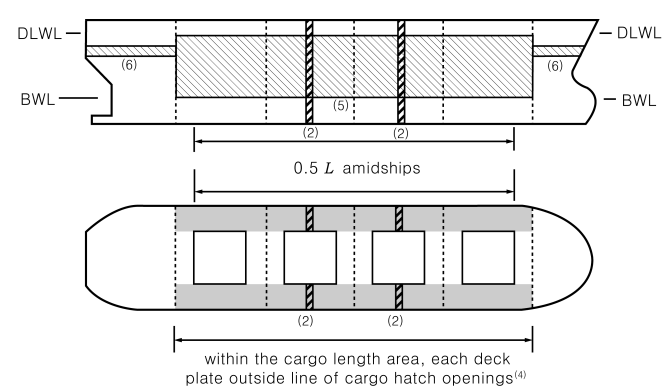
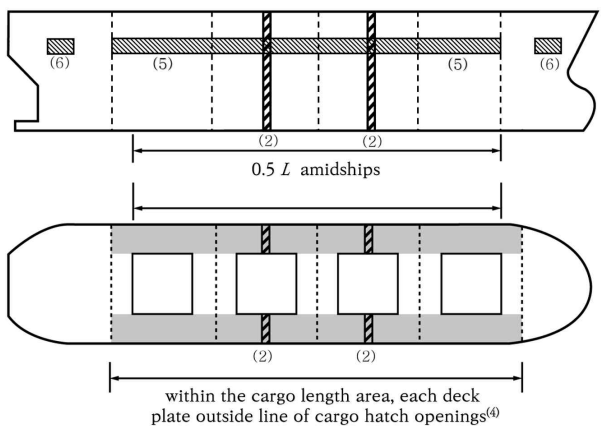
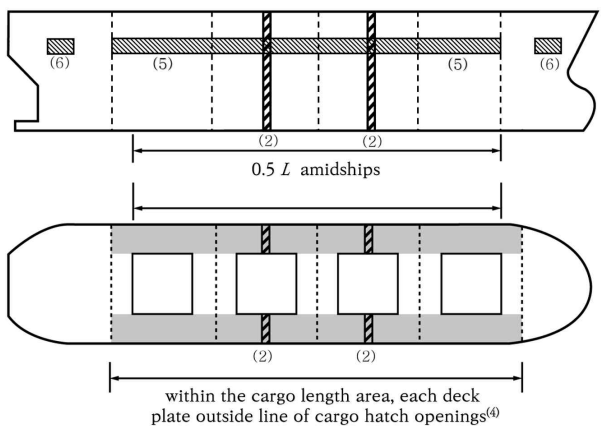
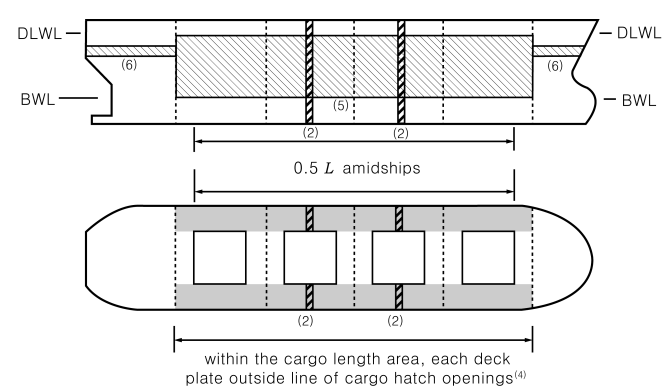
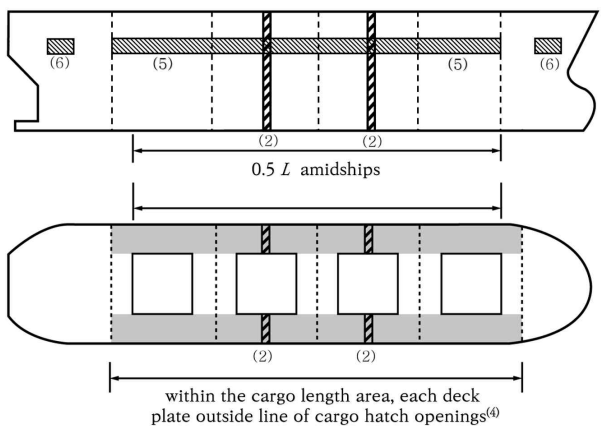
Present	Amendments	Reason
(4) Wear limit of hold hatch cover and hatch coatings of all bulk carriers, ore carriers and combination carriers which are contracted for construction on or after 1st January 2004 and designed by the Rules Pt 7, Ch 3, Sec 9 is to be determined in accordance with the following requirements. (A) Single skin hatch covers and double skin hatch covers (a) <omitted> (b) Where the gauged thickness is worn within the range 1.0 mm and 1.5 mm ($t_{net} + 0.5$ mm and $t_{net} + 1.0$ mm), coating applied in accordance with coating manufacturer's requirements or annual gauging may be adopted as an alternative to steel renewal. Coating is to be maintained in GOOD condition, as defined in Ch 2, 101. 16 of the Rules (B) <omitted> (C) Hatch coamings (a) <omitted> (b) Where the gauged thickness is worn within the range 0.5 mm and 1.0 mm ($t_{net} + 0.5$ mm and $t_{net} + 1.0$ mm), coating applied in accordance with coating manufacturer's requirements or annual gauging may be adopted as an alternative to steel renewal. Coating is to be maintained in GOOD condition, as defined in Ch 2, 101. 16 of the Rules (8) The wastage allowances of supporting hull structures associated with towing and mooring, subject to Pt 4, Ch 10 of the Rules, of ships which are keel laid on or after 1st January 2007 are <u>not to exceed the corrosion addition as specified in Pt 4, Ch 10, 201. 6 and 202. 6</u> of the Rules. <hereinafter, omitted>	(4) Wear limit of hold hatch cover and hatch coatings of all bulk carriers, ore carriers and combination carriers which are contracted for construction on or after 1st January 2004 and designed by the Rules Pt 7, Ch 3, Sec 9 is to be determined in accordance with the following requirements. (A) Single skin hatch covers and double skin hatch covers (a) <same as the current Guidance> (b) Where the gauged thickness is worn within the range 1.0 mm and 1.5 mm ($t_{net} + 0.5$ mm and $t_{net} + 1.0$ mm), coating applied in accordance with coating manufacturer's requirements or annual gauging may be adopted as an alternative to steel renewal. Coating is to be maintained in GOOD condition, as defined in Ch 2, 102. "Coating Condition" 101. 16 of the Rules (2024) (B) <same as the current Guidance> (C) Hatch coamings (a) <same as the current Guidance> (b) Where the gauged thickness is worn within the range 0.5 mm and 1.0 mm ($t_{net} + 0.5$ mm and $t_{net} + 1.0$ mm), coating applied in accordance with coating manufacturer's requirements or annual gauging may be adopted as an alternative to steel renewal. Coating is to be maintained in GOOD condition, as defined in Ch 2, 102. "Coating Condition" 101. 16 of the Rules (2024) (8) The wastage allowances of supporting hull structures associated with towing and mooring, subject to Pt 4, Ch 10 of the Rules, of ships which are keel laid on or after 1st January 2007 are not to exceed the corrosion addition as specified in Pt 4, Ch 10, 204. Corrosion addition and 205. Wear allowance 201. 6 and 202. 6 of the Rules. (2024) <hereinafter, same as the current Guidance>	– updated – updated – updated

Present	Amendments	Reason
3. Methods of Thickness Measurement An essential part of most surveys is the determination of the residual thickness of the structure in critical areas. Ultrasonic thickness gauging by pulse echo method is used almost exclusively for this purpose. However, measuring by drilled holes may also be acceptable. As a method of thickness measurement, where ultrasonic thickness gauging methods are used, attention is to be paid to the following: (1) Surface condition Surfaces upon which the probe makes contact are to be sufficiently free from scale, loose paint, corroded surfaces or other foreign matters to the extent that their presence does not result in inaccurate readings when acoustic couplants such as glycerine or glycerine-water solutions are used during inspection. In special cases, readings through paint film by a special instrument may be accepted. (2) Couplants It is essential that good acoustic contact is achieved between the probe and the surface of the plate being measured. Therefore, acoustic couplants(e.g., coupling fluid; 75 % glycerine-water solutions or glycerine) between the probe and surface of material are usually used for better achievements. Where the direction of contact surfaces is vertical or overhead, a paste or liquid with suitable viscosity may be used to prevent acoustic couplants from dropping. (3) Calibrations An instrument is to be calibrated with a reference calibration standard each time it is used, and it is to be recalibrated whenever equipment calibration is suspected of being in error. 4. Location of Thickness Measurement (1) Thickness measurements for suspect area At each Special Survey, the thickness gaugings may be required as a result of Close-up Survey in suspect areas(i.e., locations showing substantial corrosion and/or considered by the Surveyor to be prone to rapid wastage). Details are given in Table 2. <hereinafter, omitted>	3. Methods of Thickness Measurement An essential part of most surveys is the determination of the residual thickness of the structure in critical areas. Ultrasonic thickness gauging by pulse echo method is used almost exclusively for this purpose. However, measuring by drilled holes may also be acceptable. As a method of thickness measurement, where ultrasonic thickness gauging methods are used, attention is to be paid to the following: (1) Surface condition Surfaces upon which the probe makes contact are to be sufficiently free from scale, loose paint, corroded surfaces or other foreign matters to the extent that their presence does not result in inaccurate readings when acoustic couplants such as glycerine or glycerine-water solutions are used during inspection. In special cases, readings through paint film by a special instrument may be accepted. (2) Couplants It is essential that good acoustic contact is achieved between the probe and the surface of the plate being measured. Therefore, acoustic couplants(e.g., coupling fluid; 75 % glycerine-water solutions or glycerine) between the probe and surface of material are usually used for better achievements. Where the direction of contact surfaces is vertical or overhead, a paste or liquid with suitable viscosity may be used to prevent acoustic couplants from dropping. (3) Calibrations An instrument is to be calibrated with a reference calibration standard each time it is used, and it is to be recalibrated whenever equipment calibration is suspected of being in error. 3. 4. Location of Thickness Measurement (1) Thickness measurements for suspect area At each Special Survey, The thickness gaugings may be required as a result of Close-up Survey in suspect areas(i.e., locations showing substantial corrosion and/or considered by the Surveyor to be prone to rapid wastage). Details are given in Table 2. (2024) <hereinafter, same as the current Guidance>	3. Introduced in 1988. Delete All : More up-to-date requirements, including Rec. 77 (Guidelines for the Surveyor on How to Control the Thickness Measurement(TM) Process) and PR19 (Procedural Requirement for TMs), are mentioned in Pt 2, Ch 2, 103. "Guidance for the method on how to perform all TMs for hull structural members" of the Instruction for the Classification Survey. In addition, there are some requirements in Ch 2, 111. "Procedures for TMs", 2. and 115. "Preparations for survey", 1. (3). – No. readjusted. – updated

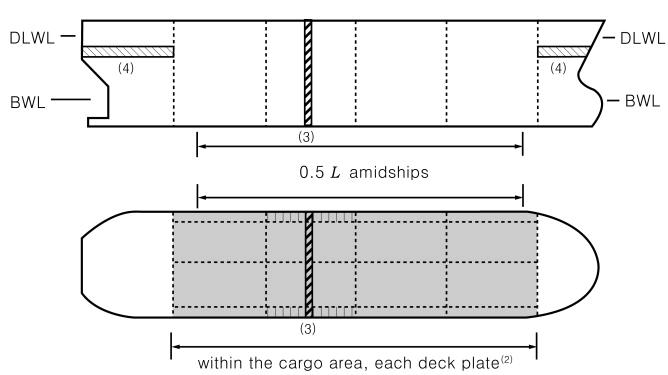
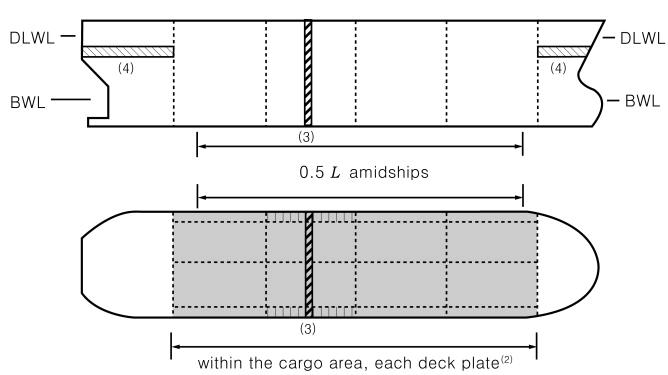
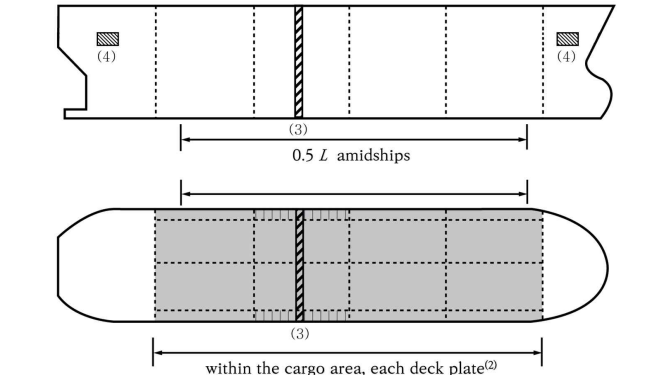
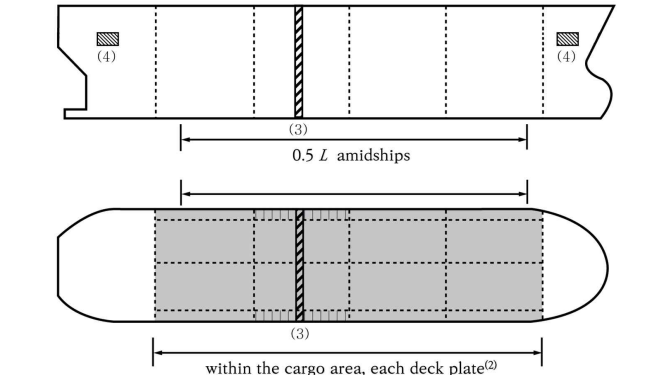
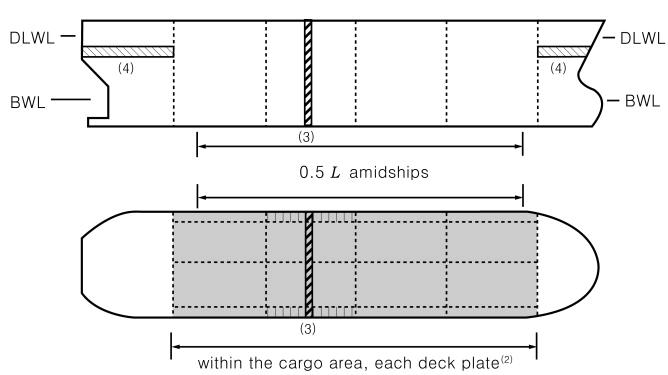
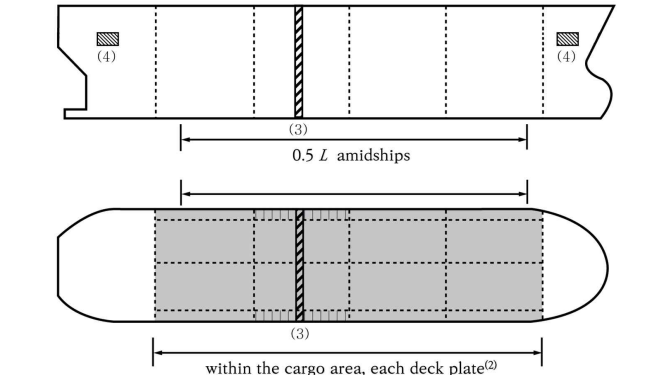
Present	Amendments	Reason
Annex 1-5 Thickness Measurement Method for Hull Structural Members Table 3-1 Location and number of thickness measuring points – Non-CSR Ships (continued) 〈Figure added〉 (Notes) It may also apply to other type of transverse section. 〈Newly added〉 Fig 5 Locations of measurements on transverse section of general ships 〈hereinafter, omitted〉	Annex 1-5 Thickness Measurement Method for Hull Structural Members Table 3-1 Location and number of thickness measuring points – Non-CSR Ships (continued) (Notes) It may also apply to other type of transverse section. In addition, where hatch coamings are included in the longitudinal strength member, such as a container ship, the right-hand transverse section may be applied. Fig 5 Locations of measurements on transverse section of general ships (2024) 〈hereinafter, same as the current Guidance〉	– At the request of Dry Cargo Ship Team (HUC4100 – 2454-2022, 2022.10.24.) : to add a figure where hatch coamings are included in the longitudinal strength members, such as a container ship

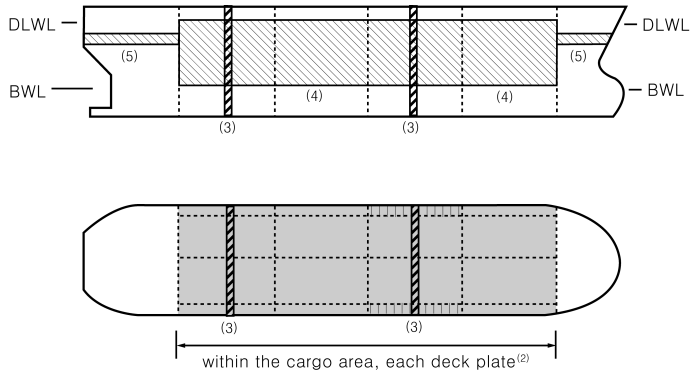
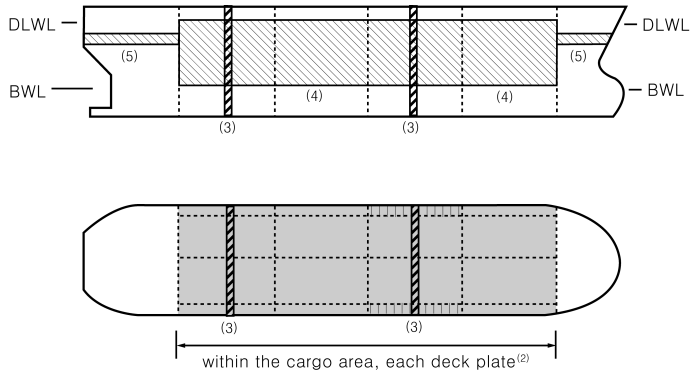
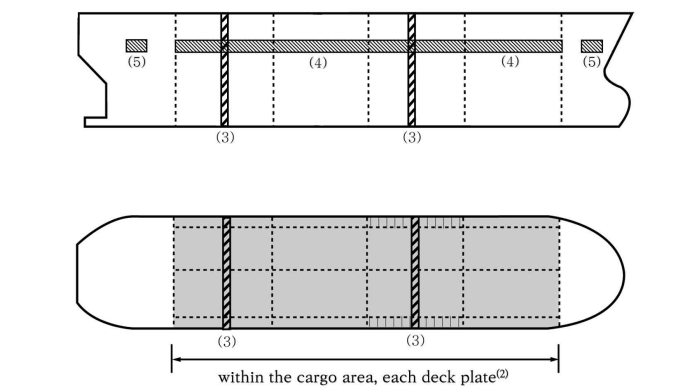
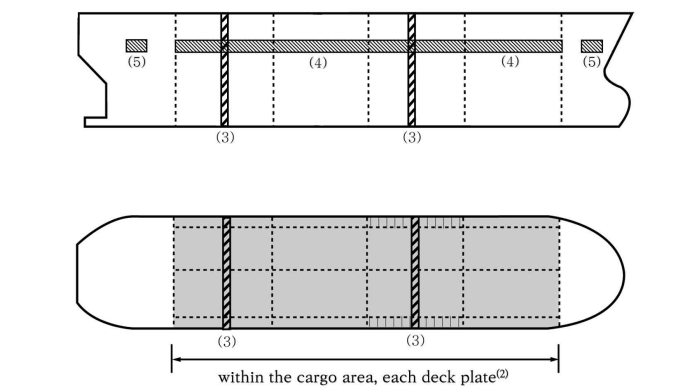
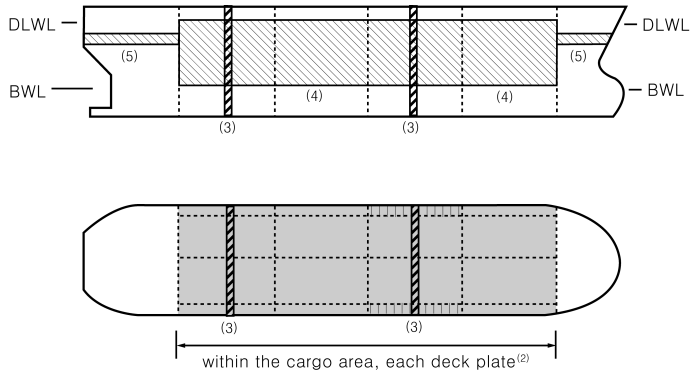
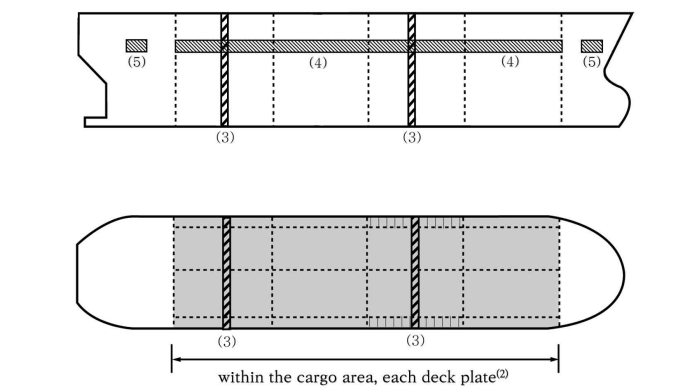
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Table 4 Extent of thickness measurements at Special Survey – General Ships (continued) <table><tr><th>No. of Special Survey</th><th>Extent and location of measurement</th></tr><tr><td rowspan="3">Special Survey No. 4 and Subsequent</td><td></td></tr><tr><td>(1) ~ (7) <omitted></td></tr><tr><td>(8) All wind and water strakes, port and starboard, full length</td></tr><tr><td>(9) ~ (12) <omitted></td></tr><tr><td>(NOTES) <omitted></td><td></td></tr></table> <hereinafter, omitted>	No. of Special Survey	Extent and location of measurement	Special Survey No. 4 and Subsequent		(1) ~ (7) <omitted>	(8) All wind and water strakes, port and starboard, full length	(9) ~ (12) <omitted>	(NOTES) <omitted>		Table 4 Extent of thickness measurements at Special Survey – General Ships (continued) <table><tr><th>No. of Special Survey</th><th>Extent and location of measurement</th></tr><tr><td rowspan="3">Special Survey No. 4 and Subsequent (2024)</td><td></td></tr><tr><td>(1) ~ (7) <same as the current Guidance></td></tr><tr><td>(8) All wind and water strakes, port and starboard, full length</td></tr><tr><td>(9) ~ (12) <same as the current Guidance></td></tr><tr><td>(NOTES) <same as the current Guidance></td><td></td></tr></table> <hereinafter, same as the current Guidance>	No. of Special Survey	Extent and location of measurement	Special Survey No. 4 and Subsequent (2024)		(1) ~ (7) <same as the current Guidance>	(8) All wind and water strakes, port and starboard, full length	(9) ~ (12) <same as the current Guidance>	(NOTES) <same as the current Guidance>		- Clarify the picture for wind and water strakes
No. of Special Survey	Extent and location of measurement																			
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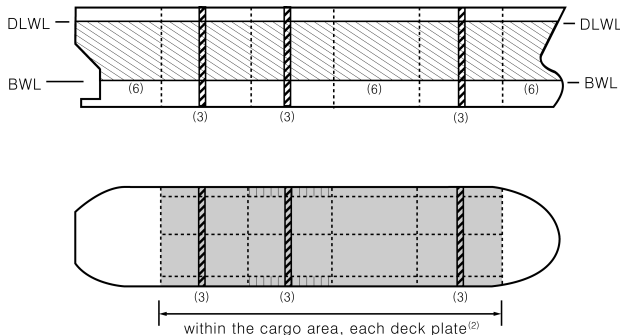
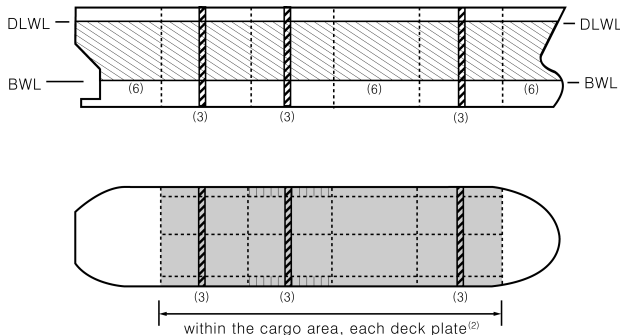
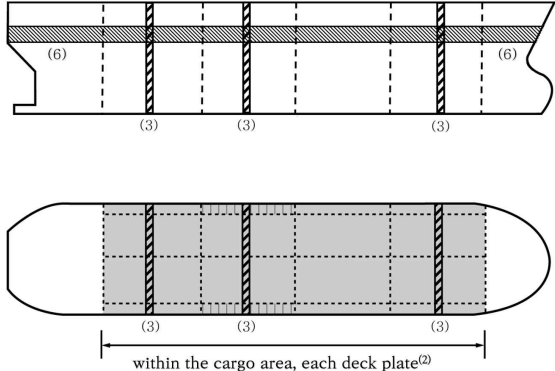
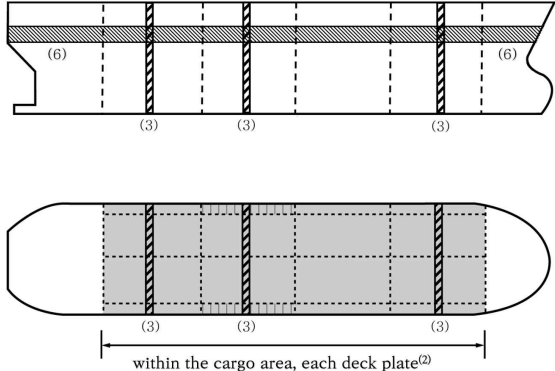
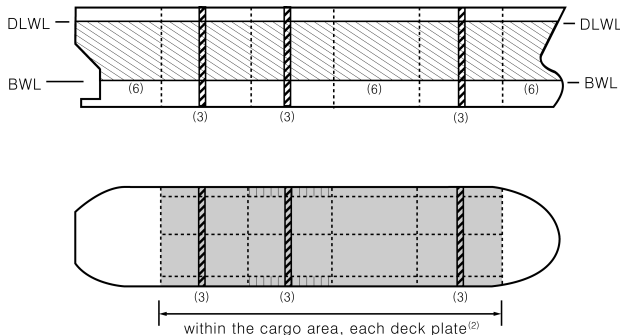
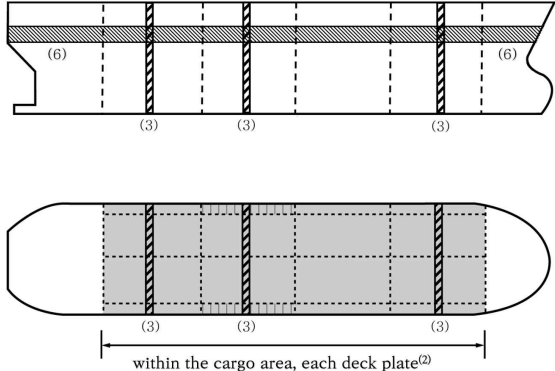
Present		Amendments		Reason
Table 5 Extent of thickness measurements at Special Survey – Other Ships (continued)		Table 5 Extent of thickness measurements at Special Survey – Other Ships (continued)		– Clarify the picture for wind and water strakes
No. of Special Survey	Extent and location of measurement	No. of Special Survey	Extent and location of measurement	
Special Survey No. 4 and Subsequent	(1) ~ (4) <omitted> (5) Full length, selected wind and water strakes (6) ~ (7) <omitted>	Special Survey No. 4 and Subsequent <u>(2024)</u>	(1) ~ (4) <same as the current Guidance> (5) Full length, selected wind and water strakes (6) ~ (7) <same as the current Guidance>	
(NOTES) <omitted>		(NOTES) <same as the current Guidance>		
<hereinafter, omitted>		<hereinafter, same as the current Guidance>		

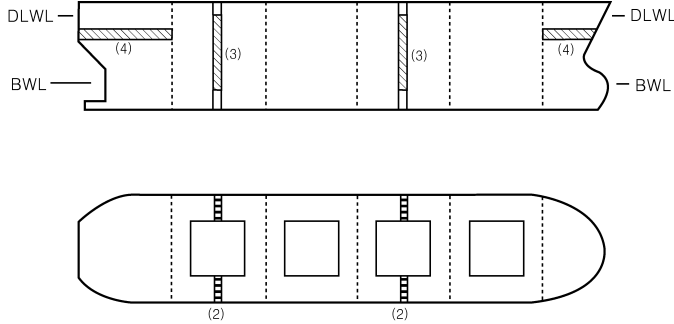
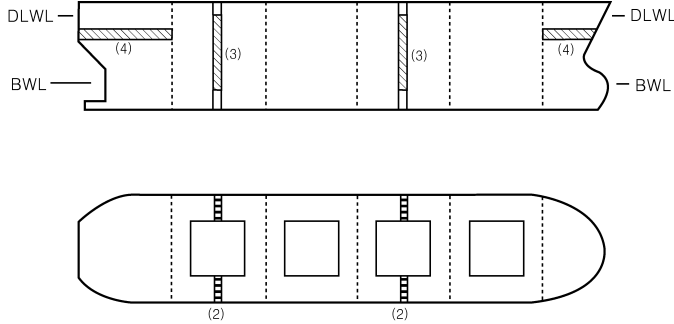
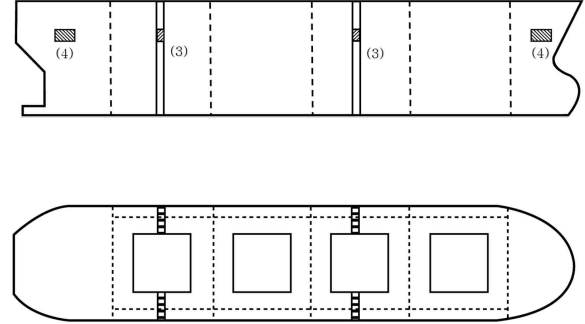
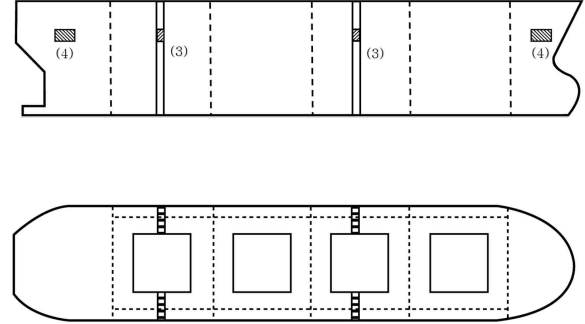
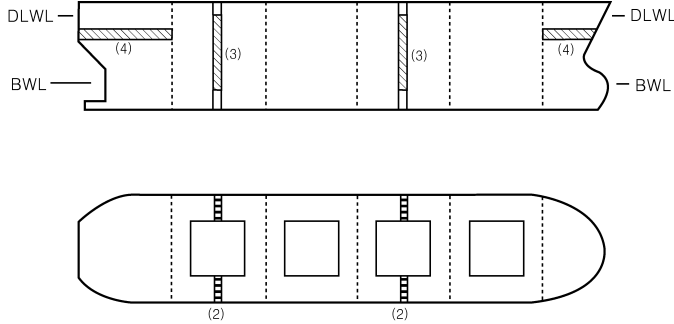
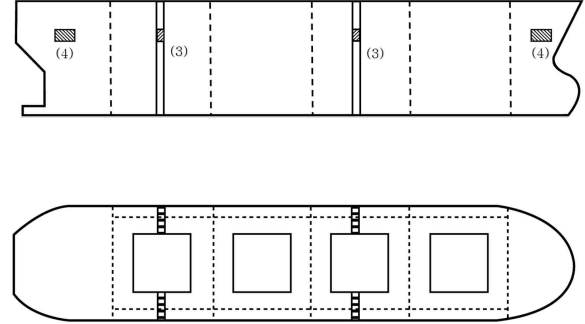
Present	Amendments	Reason								
Table 6 Extent of thickness measurements at Special Survey – General Dry Cargo Ships <table><tr><th>No. of Special Survey</th><th>Extent and location of measurement</th></tr><tr><td rowspan="2">Special Survey No. 3</td><td> (1) ~ (4) <omitted> (5) All wind and water strakes within the cargo length area (6) Selected wind and water strakes outside the cargo length area </td></tr></table>	No. of Special Survey	Extent and location of measurement	Special Survey No. 3	 (1) ~ (4) <omitted> (5) All wind and water strakes within the cargo length area (6) Selected wind and water strakes outside the cargo length area	Table 6 Extent of thickness measurements at Special Survey – General Dry Cargo Ships <table><tr><th>No. of Special Survey</th><th>Extent and location of measurement</th></tr><tr><td rowspan="2">Special Survey No. 3 (2024)</td><td> (1) ~ (4) <same as the current Guidance> (5) All wind and water strakes within the cargo length area (6) Selected wind and water strakes outside the cargo length area </td></tr></table>	No. of Special Survey	Extent and location of measurement	Special Survey No. 3 (2024)	 (1) ~ (4) <same as the current Guidance> (5) All wind and water strakes within the cargo length area (6) Selected wind and water strakes outside the cargo length area	– Clarify the picture for wind and water strakes
No. of Special Survey	Extent and location of measurement									
Special Survey No. 3	 (1) ~ (4) <omitted> (5) All wind and water strakes within the cargo length area (6) Selected wind and water strakes outside the cargo length area									
	No. of Special Survey	Extent and location of measurement								
Special Survey No. 3 (2024)	 (1) ~ (4) <same as the current Guidance> (5) All wind and water strakes within the cargo length area (6) Selected wind and water strakes outside the cargo length area									

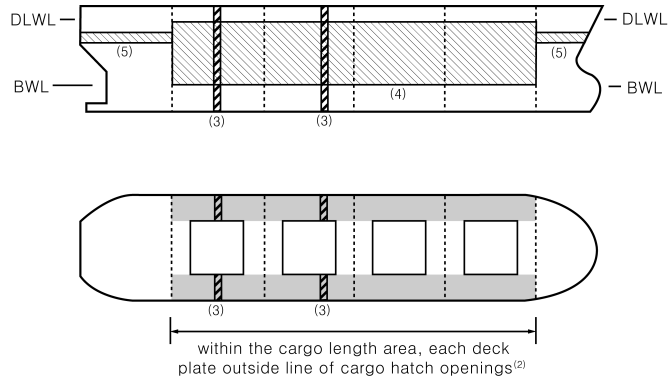
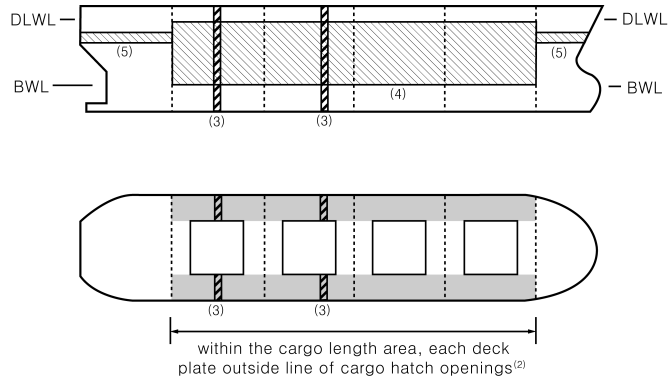
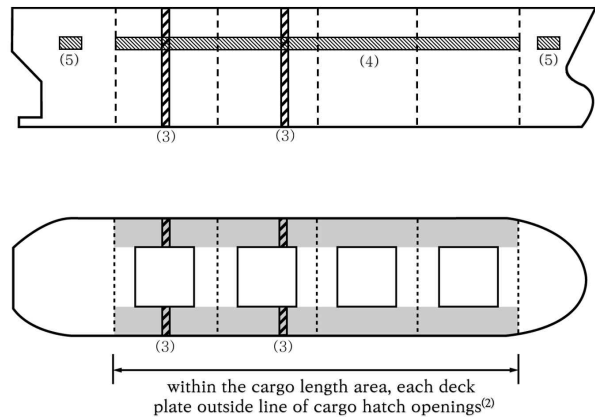
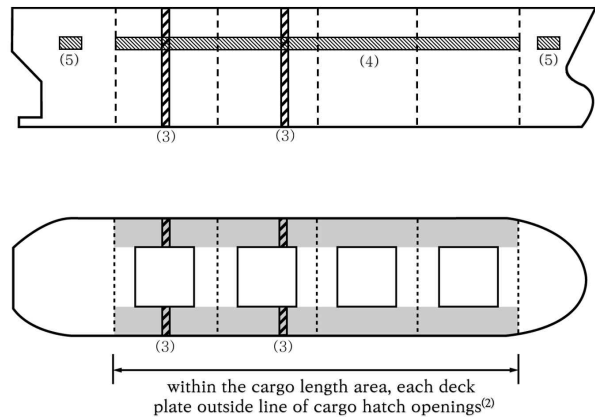
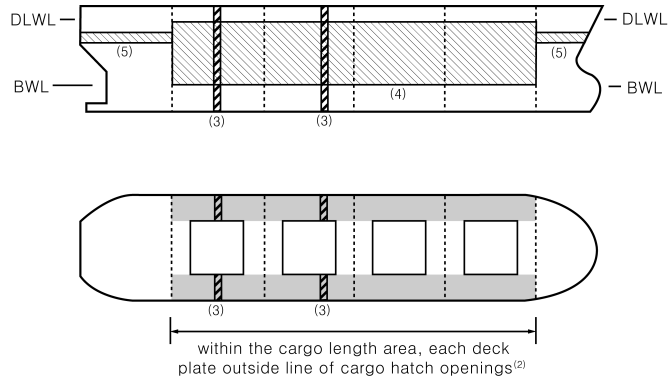
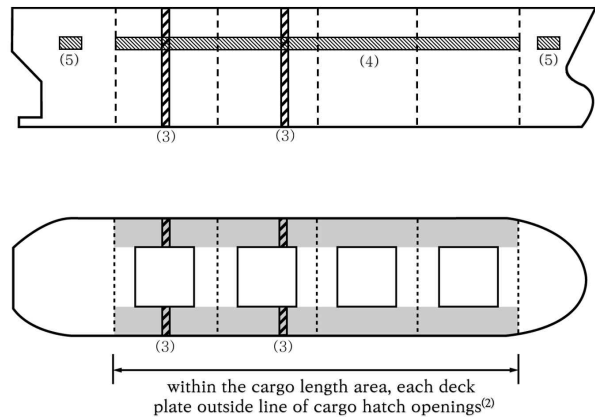
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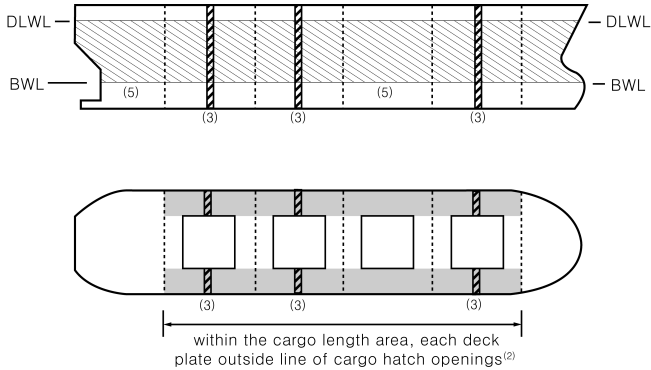
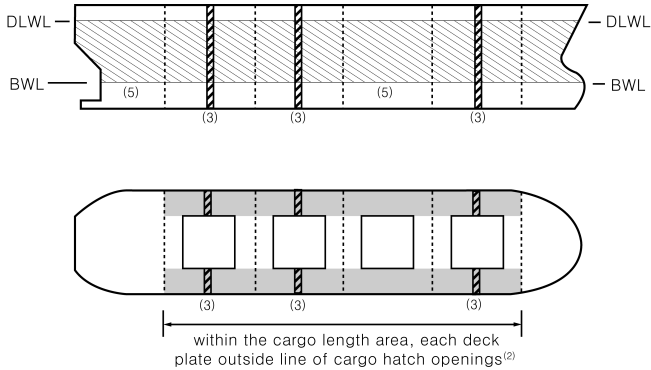
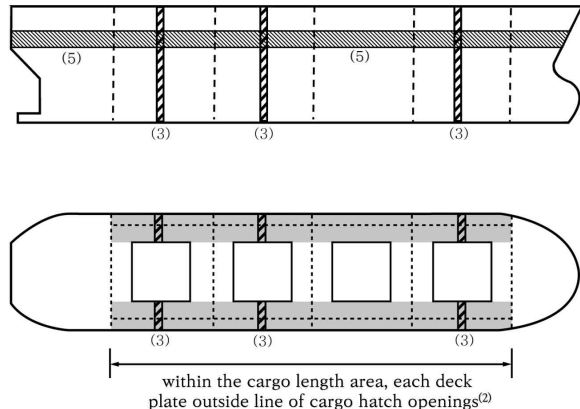
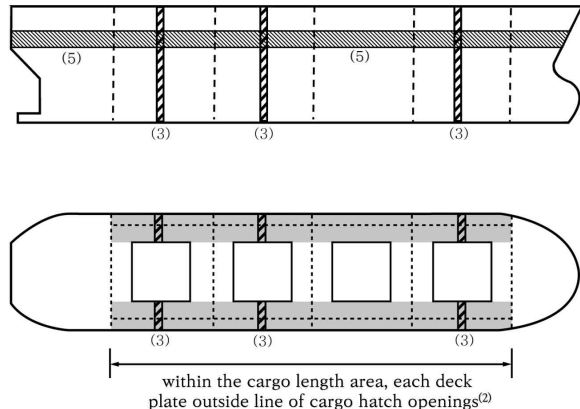
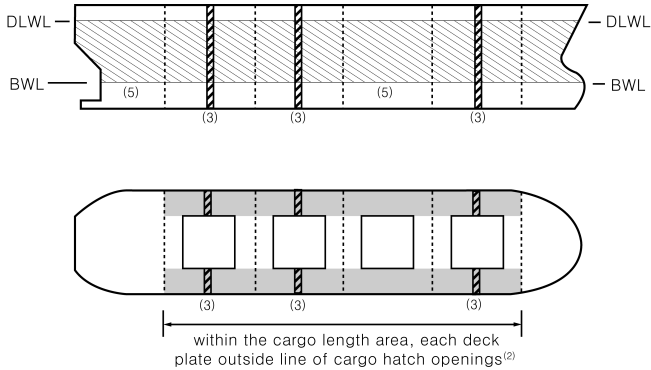
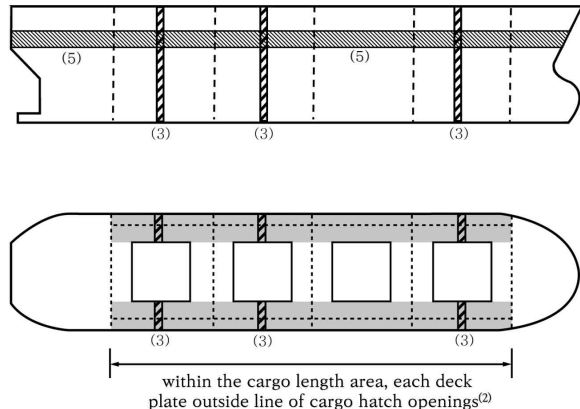
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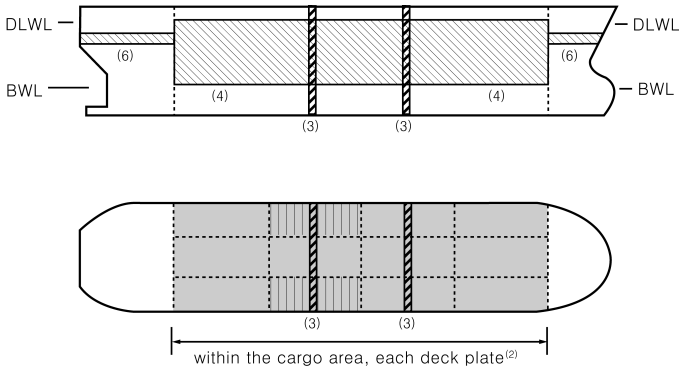
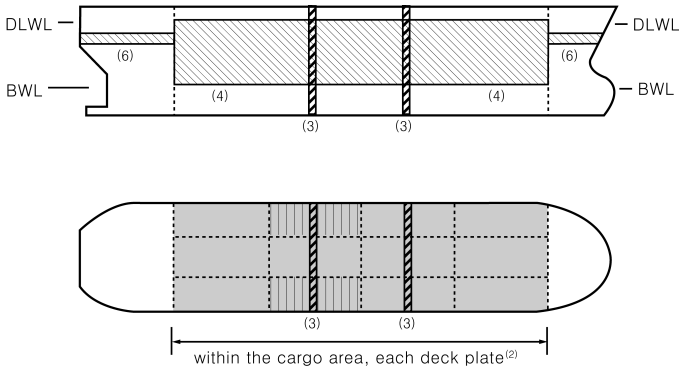
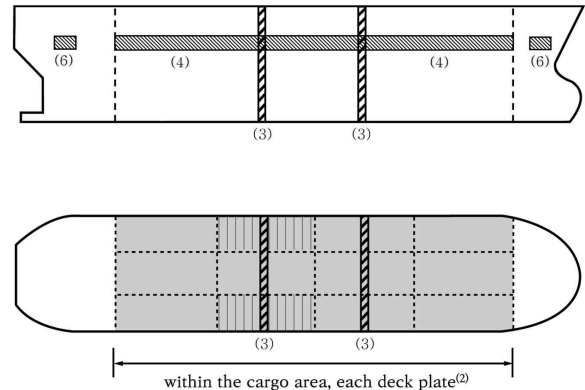
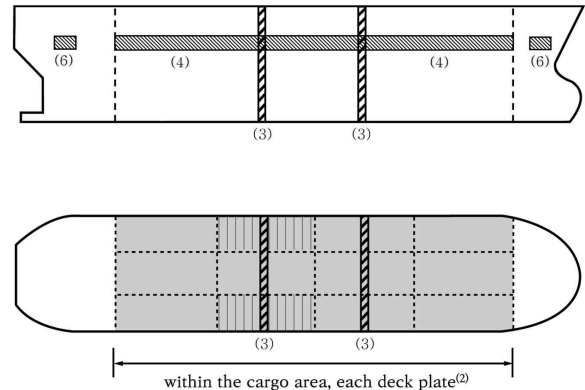
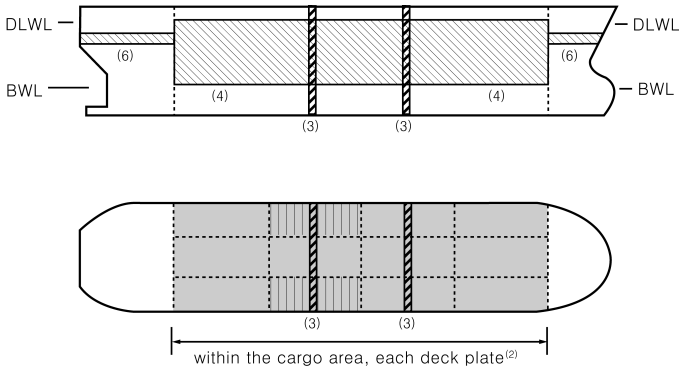
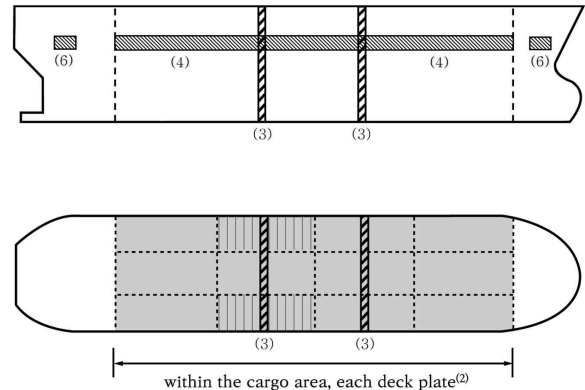
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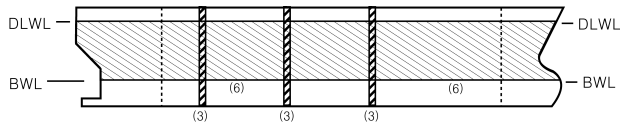
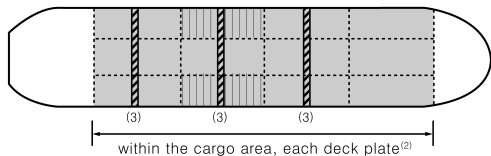
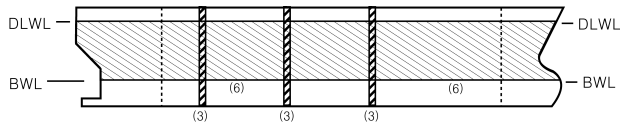
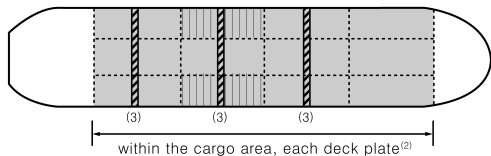
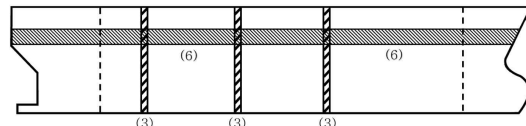
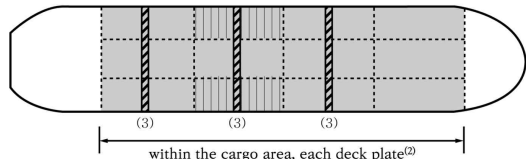
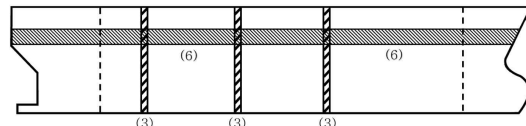
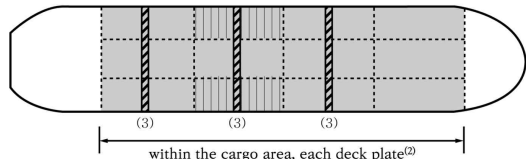
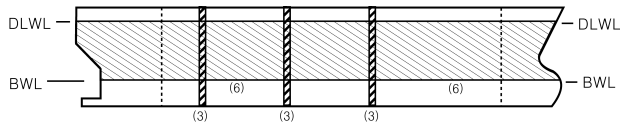
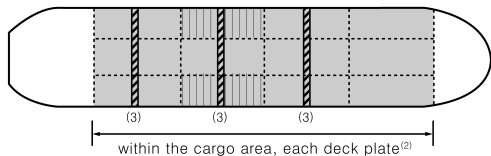
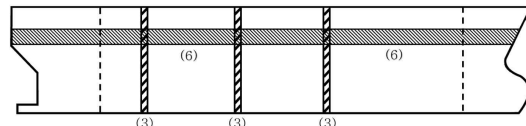
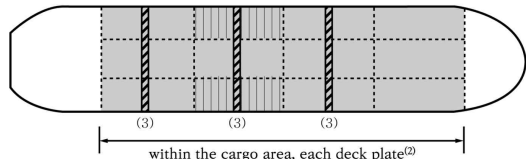
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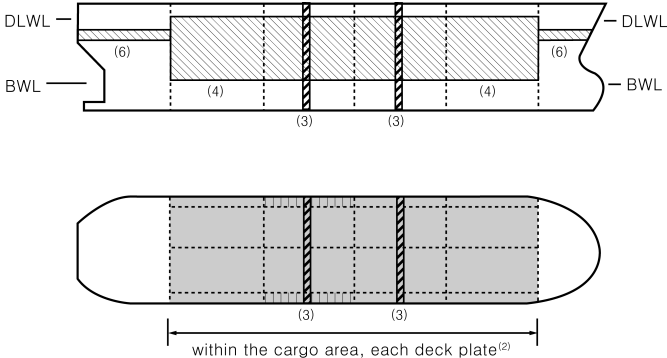
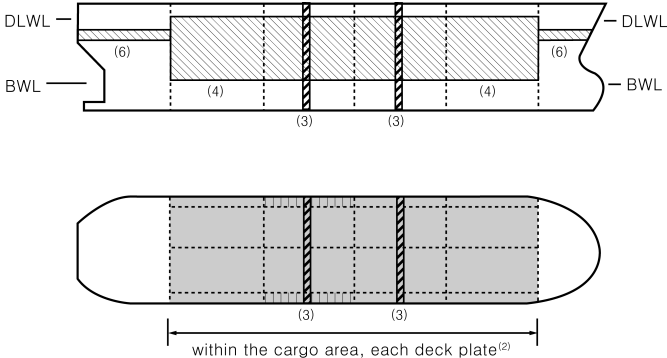
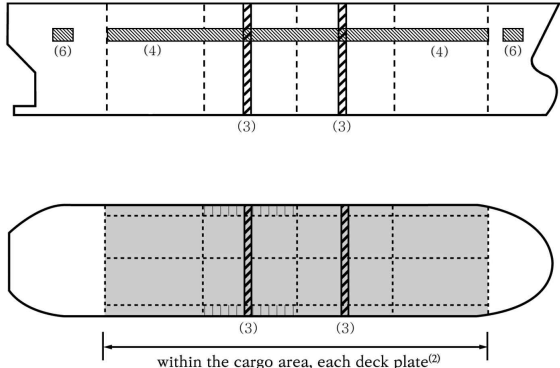
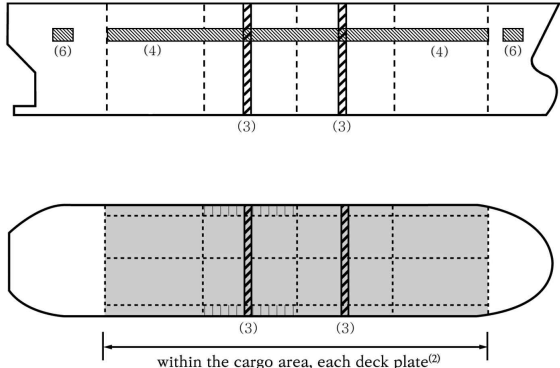
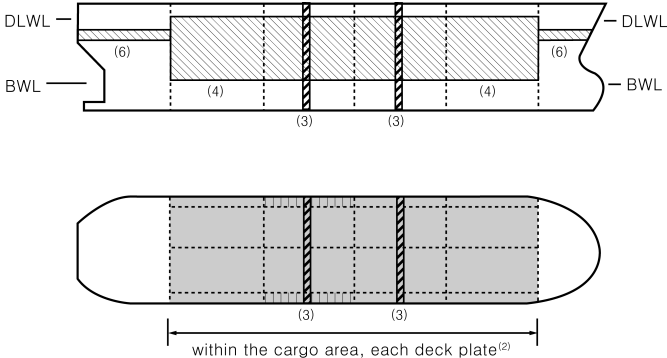
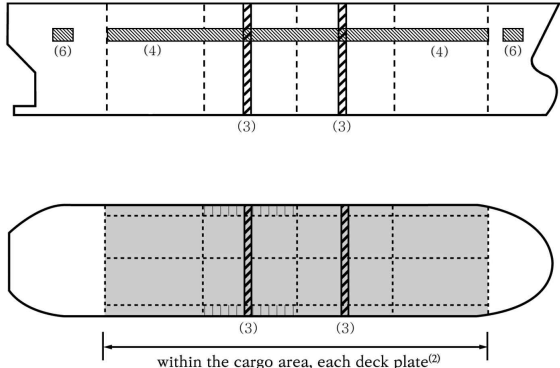
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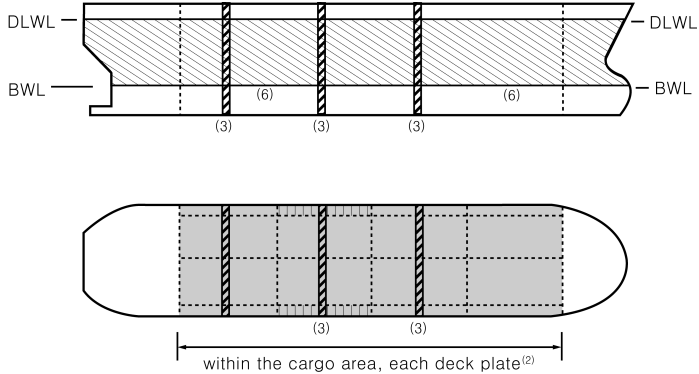
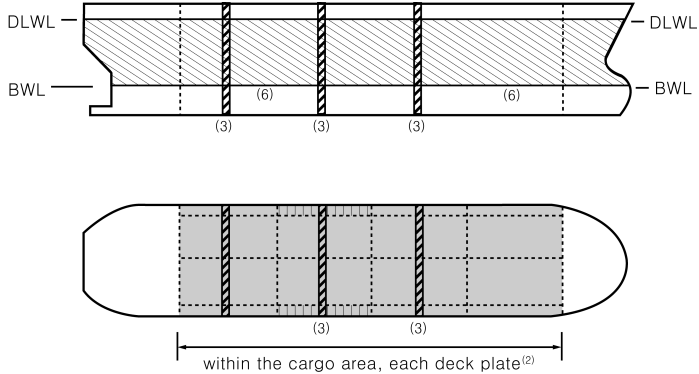
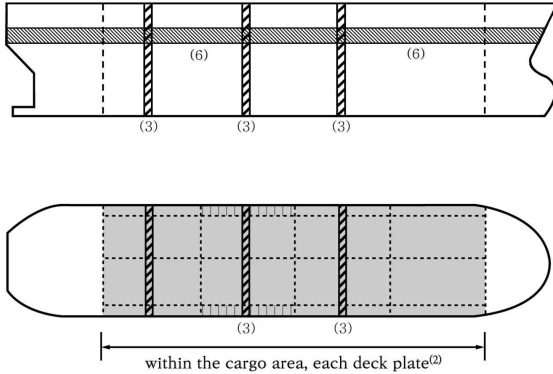
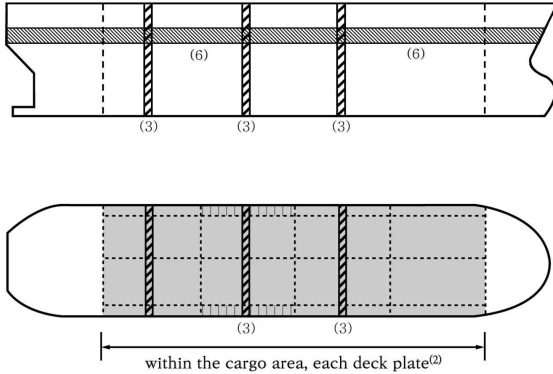
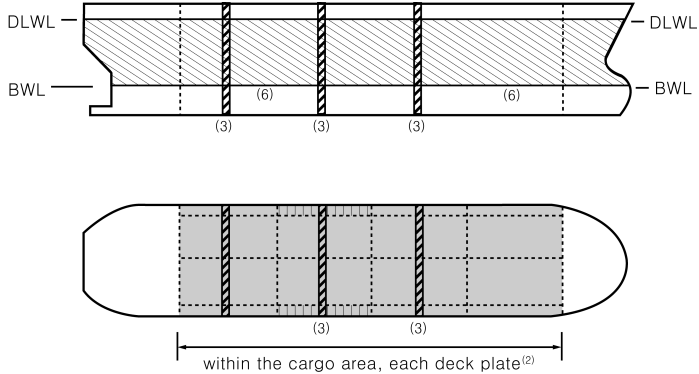
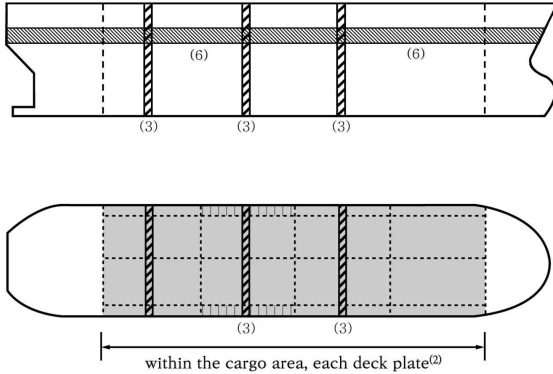
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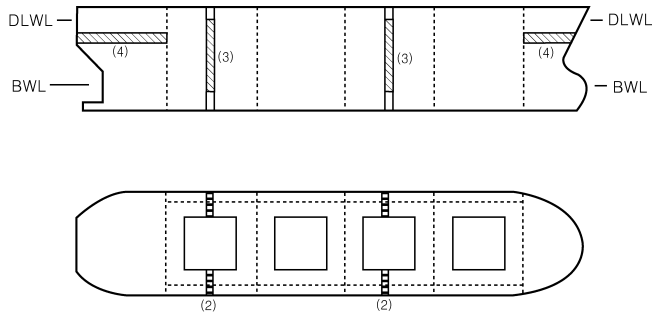
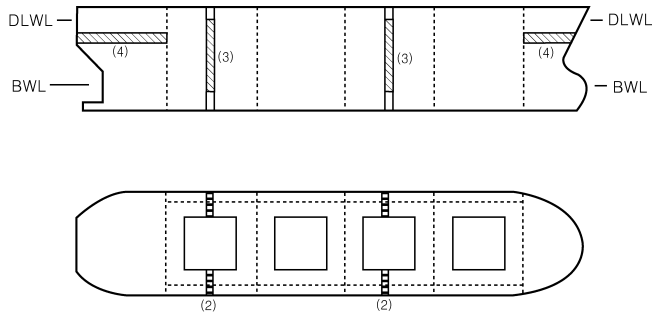
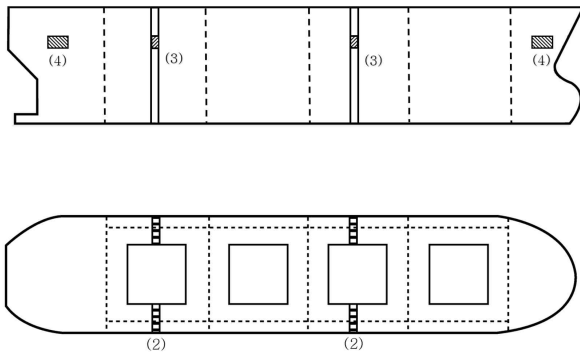
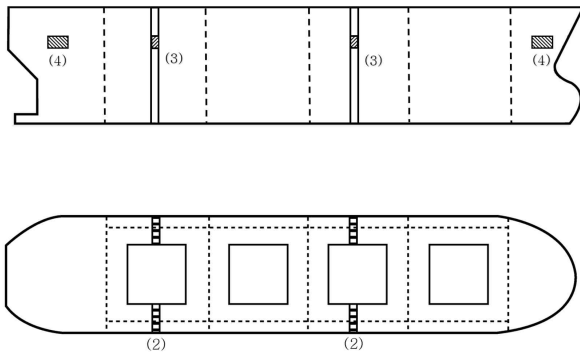
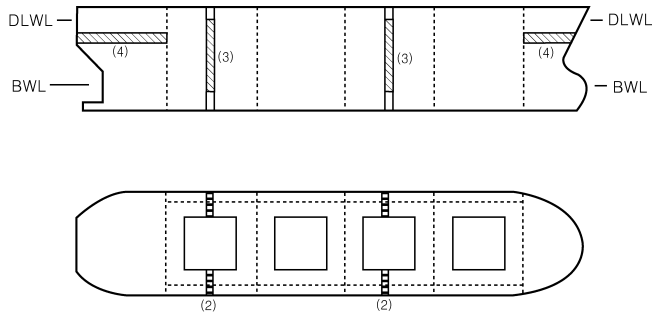
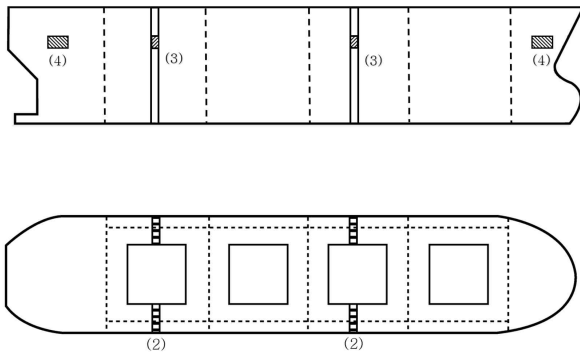
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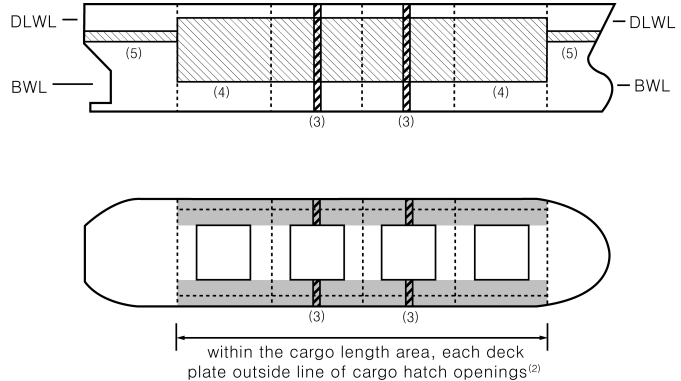
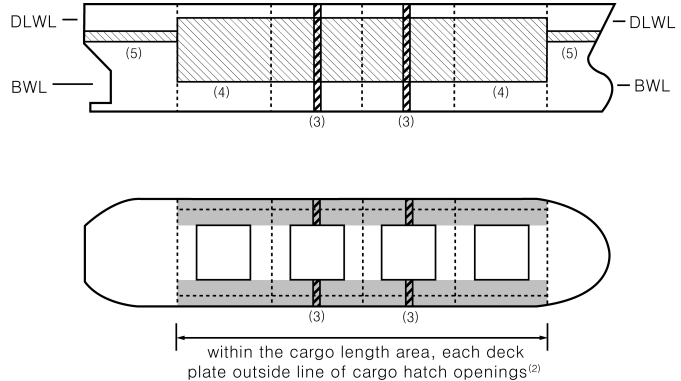
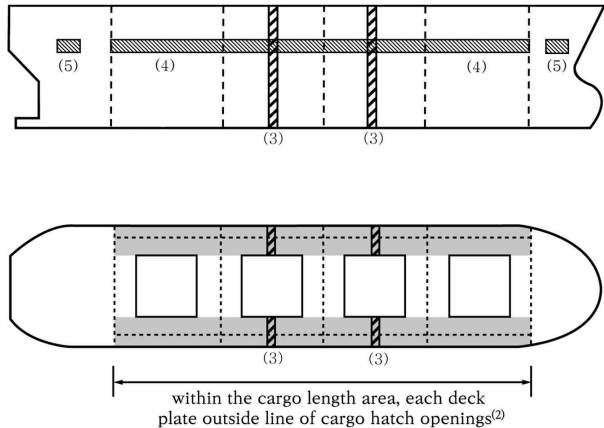
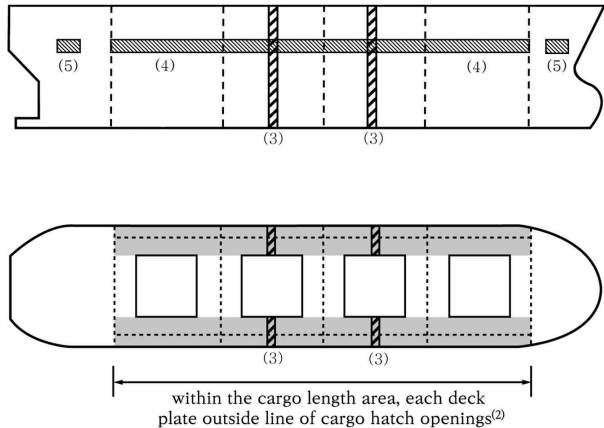
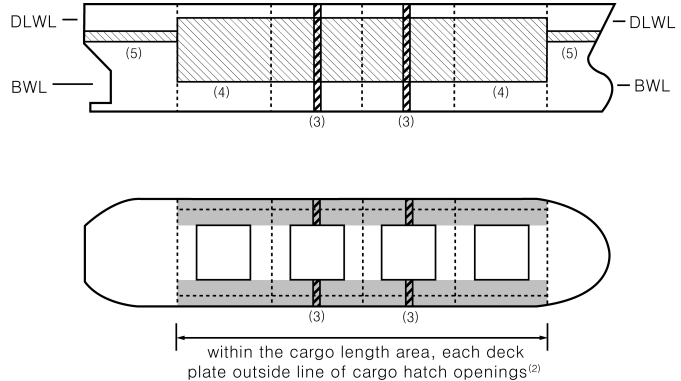
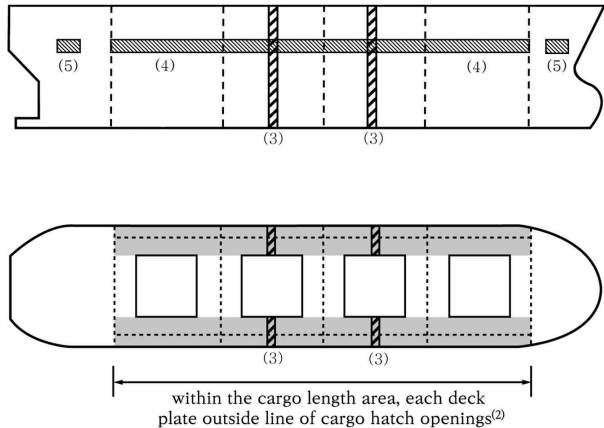
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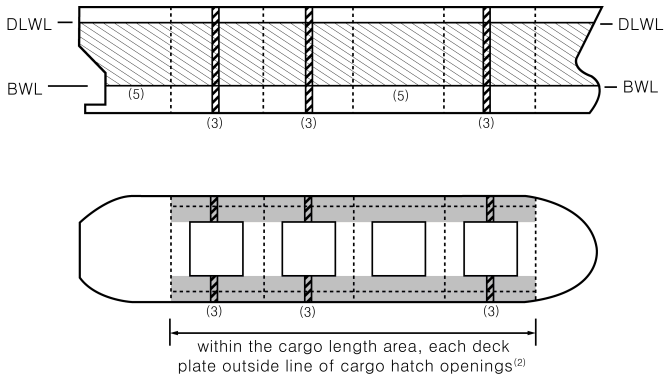
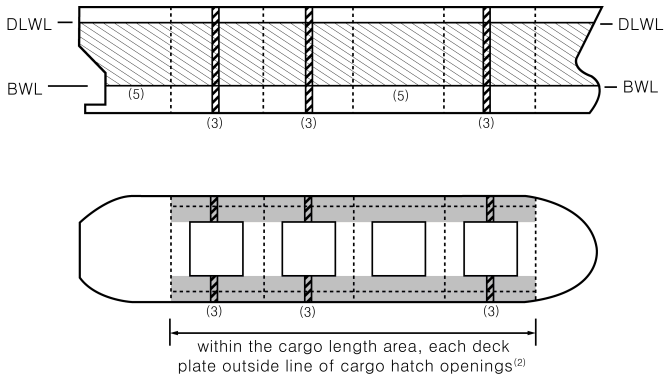
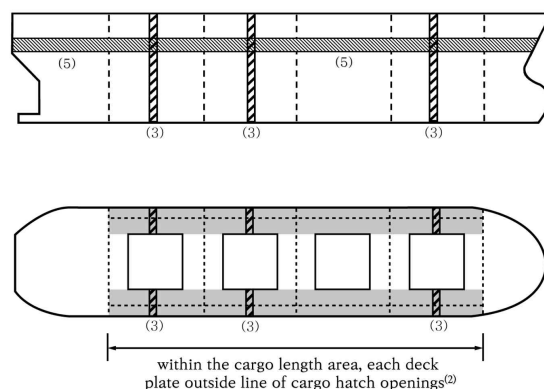
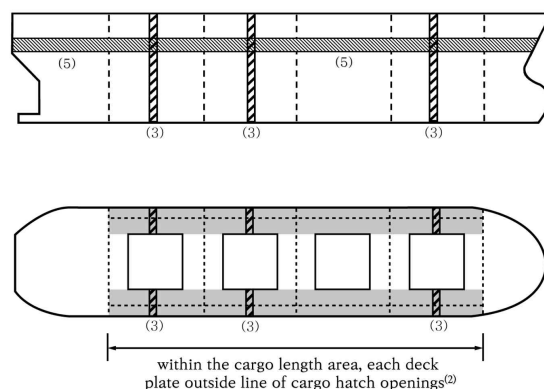
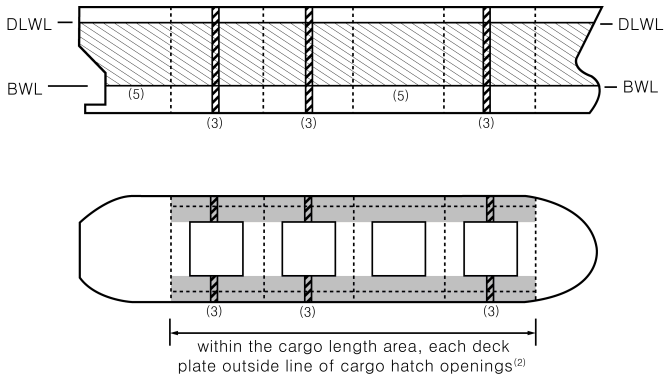
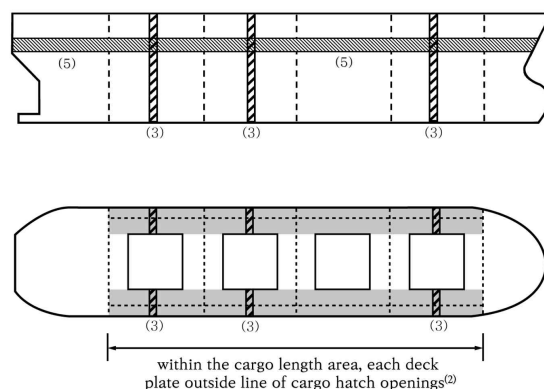
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(4) Effective date : 1 July 2024

(Date of which application for survey is submitted)

– External Opinion Inquiry carried out between 24 Jan. and 7 Feb. 2024

Present	Amendment	Note
CHAPTER 1 CLASSIFICATION Section 4 Classification Survey after Construction (2023) 401. ~ 402. <omitted> 403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2020) [See Rule] <omitted> 1. ~ 3. <omitted> 4. Classification Survey <omitted> (1) When a ship is classed by the Society as a results of transfer of class (A) <omitted> (a) Hull Classification Survey (i) ~ (ii) <omitted> (iii) For vessels of 10 years of age and above but less than 20 years of age, the survey is to include the scope of an Annual Survey and inspection of a representative number of ballast spaces and cargo spaces, except for: (2019) ① <omitted> ② For <u>chemical tankers</u> of 10 years of age and above but less than 15 years of age, in lieu of an internal inspection of cargo tanks without internal stiffening and framing, inspections of surrounding ballast tank(s) and void spaces and deck structure, are to be applied. <hereinafter, omitted>	CHAPTER 1 CLASSIFICATION Section 4 Classification Survey after Construction (2023) 401. ~ 402. <same as the current Guidance> 403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2020) [See Rule] <same as the current Guidance> 1. ~ 3. <same as the current Guidance> 4. Classification Survey <same as the current Guidance> (1) When a ship is classed by the Society as a results of transfer of class (A) <same as the current Guidance> (a) Hull Classification Survey (i) ~ (ii) <same as the current Guidance> (iii) For vessels of 10 years of age and above but less than 20 years of age, the survey is to include the scope of an Annual Survey and inspection of a representative number of ballast spaces and cargo spaces, except for: (2019) ① <same as the current Guidance> ② For <u>oil tankers and</u> chemical tankers of 10 years of age and above but less than 15 years of age, in lieu of an internal inspection of cargo tanks without internal stiffening and framing, inspections of surrounding ballast tank(s) and void spaces and deck structure, are to be applied. (2024) <hereinafter, same as the current Guidance>	- Clause B2.1.1 iii) of IACS PR1A (Rev.9 Aug 2023) reflected - Extension of the application to include Oil Tankers : Product Carrier is deleted because she is one kind of Oil Tanker.

Present	Amendment	Note
Annex 1-17 Laid-up and recommissioning of ships (2018) Section 2 Surveys 201. Laid-up survey <omitted> 202. Re-commissioning survey 1. ~ 10. <omitted> 11. On completion of the above surveys, following tests are to be performed. (1) For passenger ships, sea-trial is to be carried out and <u>survey details are referred to Sec. 605, Ch. 4, Pt. 2 of Instruction for the Classification Survey.</u> (2) In addition to function tests for each machinery installations, engine trial and when deemed unnecessary, sea trial under attendance of the Surveyor, to be performed. <hereinafter, omitted>	Annex 1-17 Laid-up and recommissioning of ships (2018) Section 2 Surveys 201. Laid-up survey <same as the current Guidance> 202. Re-commissioning survey 1. ~ 10. <same as the current Guidance> 11. On completion of the above surveys, following tests are to be performed. (1) For passenger ships, sea-trial is to be carried out and survey details <u>are to be applied for the separate requirements as specified by the Society. (2024)</u> referred to Sec. 605, Ch. 4, Pt. 2 of Instruction for the Classification Survey. (2) In addition to function tests for each machinery installations, engine trial and when deemed unnecessary, sea trial under attendance of the Surveyor, to be performed. <hereinafter, same as the current Guidance>	– At the request by the Survey Team by phone on 21 Dec. 2023 : Since the Instruction for the Classification Survey is confidential, it is considered more appropriate to mention it according to the existing practice rather than directly mentioning the relevant clause.

(Final version)

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)



Feb. 2024

- Main Amendments -

(1) Background of Amendment

- 1) For Offshore Support Vessels (OSVs), wind turbine installation vessels equipped with self-elevating unit are changed to Mobile Offshore Units, and class notations are also assigned to Mobile Offshore Units.

(2) Revised content : See the below table

(3) Effective date : ships contracted for construction on or after 1 July 2024

Present				Amendments				Reason																																																
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– Main Amendments –

(1) Effective date : 1 July 2024 (Date of which the application for survey is submitted)

- Reflecting necessary requirement when applying rules
- Clarification of applicable vessel for notation 'AFP-C(EV)'

(1) Effective date : 1 July 2024

(Date of which application for survey is submitted)

Present	Amendments	Reason
CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 2 Annual Survey <u><Newly added></u> <herein after, omitted>	CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 2 Annual Survey <u>204. Additional requirements to ship types (2024)</u> <u>3. Liquefied gas carriers : (2024)</u> <u>(1) In application to 204. 3 (55) of the Rules, application of appropriate protective screens/devices to prevent the passage of flame should be considered to Pt 7, Ch 5, 802. 15 of the Rules. [See Rule] (2024)</u> <herein after, same as present>	

Present	Amendments	Reason																
Annex 1-1 Class Notations 1. Class Notations 1.1 Ship Type and Special Feature Notations <Omission ship type notation> <table><tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr><tr><td><Omission></td><td><Omission></td></tr><tr><td>AFP-C AFP-C(1) AFP-C(2) AFP-C(3) AFP-C(FSC) AFP-C(EV)(2022)</td><td>AFP-C : to ships comply with the related requirements specified in Pt 8,Annex 8-9, Sec.4 of the Guidance. AFP-C(1): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 2 of the Guidance. AFP-C(2): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 3 of the Guidance. AFP-C(3): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 4 of the Guidance. AFP-C(FSC) : to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 5 of the Guidance. AFP-C(EV) : to ro-ro ships and vehicle carriers where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 402. 3 of the Guidance.</td></tr><tr><td><Omission></td><td><Omission></td></tr></table>	Additional Special Feature Notations	Relevant Requirements	<Omission>	<Omission>	AFP-C AFP-C(1) AFP-C(2) AFP-C(3) AFP-C(FSC) AFP-C(EV)(2022)	AFP-C : to ships comply with the related requirements specified in Pt 8,Annex 8-9, Sec.4 of the Guidance. AFP-C(1): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 2 of the Guidance. AFP-C(2): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 3 of the Guidance. AFP-C(3): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 4 of the Guidance. AFP-C(FSC) : to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 5 of the Guidance. AFP-C(EV) : to ro-ro ships and vehicle carriers where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 402. 3 of the Guidance.	<Omission>	<Omission>	Annex 1-1 Class Notations 1. Class Notations 1.1 Ship Type and Special Feature Notations <same as the current Rules> <table><tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr><tr><td><Omission></td><td><Omission></td></tr><tr><td>AFP-C AFP-C(1) AFP-C(2) AFP-C(3) AFP-C(FSC) AFP-C(EV)(2022)</td><td>AFP-C : to ships comply with the related requirements specified in Pt 8,Annex 8-9, Sec.4 of the Guidance. AFP-C(1): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 2 of the Guidance. AFP-C(2): to container ships where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 405. 3 of the Guidance. AFP-C(3): to container ships where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 405. 4 of the Guidance. AFP-C(FSC) : to container ships where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 405. 5 of the Guidance. AFP-C(EV) : to ro-ro ships and vehicle carriers to PCC notation assigned pure car carriers or pure car/truck carriers where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 402. 3 of the Guidance.</td></tr><tr><td><Omission></td><td><Omission></td></tr></table>	Additional Special Feature Notations	Relevant Requirements	<Omission>	<Omission>	AFP-C AFP-C(1) AFP-C(2) AFP-C(3) AFP-C(FSC) AFP-C(EV)(2022)	AFP-C : to ships comply with the related requirements specified in Pt 8,Annex 8-9, Sec.4 of the Guidance. AFP-C(1): to container ships where cargo space in accordance with the requirements specified in Pt 8,Annex 8-9, Sec.4 405. 2 of the Guidance. AFP-C(2): to container ships where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 405. 3 of the Guidance. AFP-C(3): to container ships where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 405. 4 of the Guidance. AFP-C(FSC) : to container ships where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 405. 5 of the Guidance. AFP-C(EV) : to ro-ro ships and vehicle carriers to PCC notation assigned pure car carriers or pure car/truck carriers where cargo space in accordance with the requirements specified in Pt 8, Annex 8-9, Sec.4 402. 3 of the Guidance.	<Omission>	<Omission>	Amendment to designate the criteria for application of the requirements of Appendix 8-9 402.3, Part 8 Class Rules as “Cars or car/truck-only carriers assigned ‘ PCC’ notation”
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– Main Amendments –

(1) Effective Date : 1 July 2024(construction contract date)

- Reflecting the request for Introduction of new classification notations related to the IP CODE (STS6000-8-2024)
 - Establishment of new classification notations applicable to ships complying with the IP Code

Present	Amendment	Note																								
(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items. <i>(2023)</i> <table><tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr><tr><td><i>⟨omitted⟩</i></td><td><i>⟨omitted⟩</i></td></tr><tr><td>SPS</td><td>to ships comply with the Code of Safety for Special Purpose Ships(SPS Code).</td></tr><tr><td><i>⟨newly added⟩</i></td><td><i>⟨newly added⟩</i></td></tr><tr><td>Grab</td><td>to ships where cargo holds are protected from loading/discharge equipment in accordance with the requirements specified in Pt 7, Annex 7-7, 2 of the Guidance.</td></tr><tr><td><i>⟨omitted⟩</i></td><td><i>⟨omitted⟩</i></td></tr></table>	Additional Special Feature Notations	Relevant Requirements	<i>⟨omitted⟩</i>	<i>⟨omitted⟩</i>	SPS	to ships comply with the Code of Safety for Special Purpose Ships(SPS Code).	<i>⟨newly added⟩</i>	<i>⟨newly added⟩</i>	Grab	to ships where cargo holds are protected from loading/discharge equipment in accordance with the requirements specified in Pt 7, Annex 7-7, 2 of the Guidance.	<i>⟨omitted⟩</i>	<i>⟨omitted⟩</i>	(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items. <i>(2023)</i> <table><tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr><tr><td><i>⟨omitted⟩</i></td><td><i>⟨omitted⟩</i></td></tr><tr><td>SPS</td><td>to ships comply with the Code of Safety for Special Purpose Ships(SPS Code).</td></tr><tr><td><u>IP</u></td><td><u>to ships comply with the Code of Safety for Ships Carrying Industrial Personnel(IP Code).</u></td></tr><tr><td>Grab</td><td>to ships where cargo holds are protected from loading/discharge equipment in accordance with the requirements specified in Pt 7, Annex 7-7, 2 of the Guidance.</td></tr><tr><td><i>⟨omitted⟩</i></td><td><i>⟨omitted⟩</i></td></tr></table>	Additional Special Feature Notations	Relevant Requirements	<i>⟨omitted⟩</i>	<i>⟨omitted⟩</i>	SPS	to ships comply with the Code of Safety for Special Purpose Ships(SPS Code).	<u>IP</u>	<u>to ships comply with the Code of Safety for Ships Carrying Industrial Personnel(IP Code).</u>	Grab	to ships where cargo holds are protected from loading/discharge equipment in accordance with the requirements specified in Pt 7, Annex 7-7, 2 of the Guidance.	<i>⟨omitted⟩</i>	<i>⟨omitted⟩</i>	
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