

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)

(for external opinion inquiry)

Sep. 2021



- Main Amendments

(1) Effective date : 1 Feb. 2021 (Date of which the application for survey is submitted)

- To reflect the revision of IACS PR1B(Rev.6 Nov. 2020)

(2) Effective date : 1 July 2021 (The contract date for ship construction)

- To reflect the revision of IACS Z28(New Oct 2020)
 - A global unified standard is required to improve the installation and maintenance of Pressure-Rated MCT/Transit systems.
 - In order to properly maintain Ship structures and promote vessel safety during water ingress, a better method is necessary to document and manage installation, maintenance, and repair of MCT/Transit systems.

(3) Effective date : 1 July. 2021 (Date of which the application for survey is submitted)

- Adding additional requirements for In-water Survey in lieu of Docking Survey during Special Survey
- Updating requirements of Remote Survey : Due to the establishment of 「Guidance of Remote Survey」

(4) Effective date : 1 August 2021(Date of which the application for survey is submitted)

- Designation of a maximum agreed period for postponement of survey due to COVID-19.
- Updating requirements of Remote Inspection Techniques(RIT)
 - Due to the establishment of 「Guidance for Remote Inspection Techniques(RIT)」
- Clarify the expression of terms

(5) Effective date : 1 January 2022(Date of which the application for survey is submitted)

- Revision of the requirements for accreditation of overhaul inspection by C/E

(6) ~ (9) Effective date : 1 July 2022(Date of which the application for survey is submitted)

- Updating the correlation between the regulations of flag state and the requirements of Classification Technical Rules
- Incorporation of requirements that can be omitted for thickness measurement(TM) and updating of the minimum requirements for for TM at Special Survey of General Ships and Other Ships
- Consolidating overlapping requirements into one place (IACS UR S31 requirements)
- Revision of general requirements for Annual Survey by each ship type
- Harmonization of Ship Safety Act and Classification Technical Rules
- Adding definition of terms

(1) Effective date : 1 Feb. 2021

(Date of which application for survey is submitted)

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions <i>(2020)</i></p> <p>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.</p> <p>1. ~ 4. <omitted></p> <p>5. Double Classed Vessel means a vessel which is classed by two Societies and where each Society works as if it is the only Society classing the vessel, and does all surveys in accordance with its own requirements and schedule. <u>(for existing ship only)</u></p> <p>6. Dual Classed Vessel means is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work. <u>(for existing ship only)</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions <i>(2020)</i></p> <p>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.</p> <p>1. ~ 4. <same as the current Rules></p> <p>5. Double Classed Vessel means a vessel which is classed by two Societies and where each Society works as if it is the only Society classing the vessel, and does all surveys in accordance with its own requirements and schedule. (for existing ship only) <u>(2021)</u></p> <p>6. Dual Classed Vessel means is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work. (for existing ship only) <u>(2021)</u></p> <p><hereafter, same as the current Rules></p>	<p>- to reflect the requirement of IACS PR 1B (Rev. 6 Nov. 2020)</p> <p>: New ship has been newly introduced to Double/Dual Classed Vessel</p>

Present	Amendment	Note
<p data-bbox="145 255 929 295">Section 3 Classification Survey during Construction</p> <p data-bbox="94 327 369 359">301. ~ 309. <omitted></p> <p data-bbox="94 406 280 438"><u><newly added></u></p> <p data-bbox="118 1117 362 1149"><hereafter, omitted></p>	<p data-bbox="1052 263 1836 303">Section 3 Classification Survey during Construction</p> <p data-bbox="1003 335 1523 367">301. ~ 309. <same as the current Rules></p> <p data-bbox="1003 406 1563 438"><u>310. In Case of Dual Classed Vessel (2021)</u></p> <ol data-bbox="1030 454 1892 1109" style="list-style-type: none"> <u>1. Each Society acts on behalf of the other Society in accordance with the trilateral agreement adopted by the two Societies and the shipyard. This agreement shall clearly define modalities such as submission of plans, rules to be applied, harmonizing and resolution of plan approval comments between societies;</u> <u>2. Each Society is to perform review and approval of plans as appropriate in accordance with the trilateral agreement;</u> <u>3. Each Society is to perform the survey during fabrication, construction and testing of the vessel in accordance with the trilateral agreement, and/or the bilateral agreement adopted by the two Societies, if any;</u> <u>4. Each Society is to share information and records related to new construction such as plan approval including following up and closing of comments imposed, surveys, inspection, witnesses and tests etc., to perform the surveys and verify compliance with the relevant requirements; and</u> <u>5. Each Society is to issue an Interim Certificate of Classification for the vessel upon satisfactory completion of new construction survey process.</u> <p data-bbox="1025 1157 1518 1189"><hereafter, same as the current Rules></p>	<p data-bbox="1915 430 2128 574">– to reflect the C 2.2 of IACS PR 1B (Rev. 6 Nov. 2020)</p>

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. ~ 112. <omitted></p> <p>113. <u>Maintaining of dual classed vessel (2019)</u> [See Guidance]</p> <p>1. <u>In case of dual classed vessel, the Classification and Surveys should be maintained in accordance with the agreement adopted by the two Societies.</u></p> <p><u><newly added></u></p> <p>2. The procedures for maintaining(periodical surveys etc.) dual classed vessel are prescribed in the separate Instruction.</p> <p>3. Even though a Dual Classed Vessel that does not have a written agreement with other Society is treated as Double Classed Vessel.</p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. ~ 112. <same as the current Rules></p> <p>113. <u>In case</u> Maintaining of <u>D</u>dual <u>C</u>lassed <u>V</u>vessel <u>(2021)</u> [See Guidance]</p> <p>1. <u>Each Society acts on behalf of the other Society in accordance with the bilateral agreement adopted by the two Societies. This agreement shall clearly define the scope of work of each Society.</u> In case of dual classed vessel, the Classification and Surveys should be maintained in accordance with the agreement adopted by the two Societies. <u>(2021)</u></p> <p>2. <u>Each Society is to review whether the work undertaken by other Society on its behalf has been completed as agreed.</u> <u>(2021)</u></p> <p>3. 2. The procedures for maintaining(periodical surveys etc.) dual classed vessel are prescribed in the separate Instruction.</p> <p>4. 3. Even though a Dual Classed Vessel that does not have a written agreement with other Society is treated as Double Classed Vessel.</p>	<p>- to reflect the C 2.1 of IACS PR 1B (Rev. 6 Nov. 2020)</p> <p>- adjusting the No.</p>

(2) Effective date : 1 July 2021

(The contract date for ship construction)

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 2 <omitted></p> <p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>301. ~ 305. <omitted></p> <p>306. Tests 【See Guidance】</p> <p>In the Classification Survey during Construction, hydrostatic, watertight and performance tests are to be carried out in accordance with the relevant part of the Rules. Also the control systems and measuring device after installation are to receive the necessary tests, as deemed necessary by the Society. <u><newly added></u></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 2 <omitted></p> <p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>301. ~ 305. <same as the current Guidances></p> <p>306. Tests 【See Guidance】</p> <p>In the Classification Survey during Construction, hydrostatic, watertight and performance tests are to be carried out in accordance with the relevant part of the Rules. Also the control systems and measuring device after installation are to receive the necessary tests, as deemed necessary by the Society. <u>In addition, the survey of watertight cable penetrations(bulkheads and decks) is to be in accordance with the following. (2021)</u></p> <p><u>1. Surveys of Watertight Cable Transits (2021)</u></p> <p><u>(1) Watertight cable transits are to be installed and maintained in accordance with the manufacturer's requirements and in accordance with the requirements of the relevant Type Approval certification.</u></p> <p><u>(2) Cable Transit Seal Systems Register</u></p> <p><u>(A) A Cable Transit Seal Systems Register (Register) is to be provided by the shipbuilder for all watertight cable transits fitted to the vessel. For an example of a register see Appendix 1-12-4 "Recommendatory Sample - Cable Transit Seal Systems Register". The Register can be in either a hard copy or digitized media. It is to include a marking / identification system, documentation referencing manufacturer manual(s) for each type of cable transit installed, the Type Approval certification for each type of transit system, applicable installation drawings, and a recording of each installed transit documenting the as built condition after final inspection in the shipyard. It is to include sections to record any inspection, modification, repair and maintenance.</u></p>	<p>A global unified standard is required to improve the installation & maintenance of Pressure-Rated MCT/Transit systems.</p> <p>To properly maintain Ship structures and promote vessel safety during water ingress, a better method is necessary to document and manage installation, maintenance, and repair of MCT/Transit systems.</p> <p>- reflected 1.2 of IACS UR Z28 (New, Oct 2020)</p> <p>- reflected 2 & 2.1.1 of IACS UR Z28 (New, Oct 2020)</p>

Present	Amendment	Note
	<p data-bbox="1108 247 1890 403">(B) <u>The Register shall be reviewed by the attending Surveyor to confirm it contains a list of the watertight cable transits, applicable cable transit information and sections to maintain in-service maintenance and survey records.</u></p> <p data-bbox="1108 435 1890 592">(C) <u>For manned vessels the Register is to be held onboard of the vessel. For unmanned vessels, if a suitable storage location does not exist onboard, the Register may be held ashore. The Register is to be readily available for the attending surveyor.</u></p> <p data-bbox="1070 624 1890 684">(3) <u>For Installation and Maintenance of Watertight Cable Transits, it is to be confirmed that:</u></p> <p data-bbox="1108 716 1890 837">(A) <u>Cable transits have been installed, and where disrupted have been reinstated, in accordance with the manufacturer's requirements and in accordance with the requirements of Type Approval.</u></p> <p data-bbox="1108 869 1890 930">(B) <u>Where specified, appropriate specialized tools have been used.</u></p>	<p data-bbox="1917 263 2145 368">– reflected 2.1.2 of IACS UR Z28 (New, Oct 2020)</p> <p data-bbox="1917 419 2145 525">– reflected 2.1.3 of IACS UR Z28 (New, Oct 2020)</p> <p data-bbox="1917 608 2145 713">– reflected 3 of IACS UR Z28 (New, Oct 2020)</p>

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General <omitted></p> <p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <omitted></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>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.</p> <p>(1) ~ (33) <omitted></p> <p><u><newly added></u></p> <p>(34) For ships provided with the equipment employed in the mooring of ships at single point mooring specified in Pt 4, Ch 10, 101. 7 and assigned the additional class notation "EQ-SPM", the general function and deformation condition of this equipment employed in the mooring of ships at single point mooring and hull supporting structures are to be checked. (2017)</p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General <same as the current Guidances></p> <p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <same as the current Guidances></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>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.</p> <p>(1) ~ (33) <same as the current Guidances></p> <p><u>(34) Surveys of Watertight Cable Transits (2021)</u></p> <p><u>(A) Watertight cable transits are to be installed and maintained in accordance with the manufacturer's requirements and in accordance with the requirements of the relevant Type Approval certification.</u></p> <p><u>(B) The owner is to maintain the Register to record any disruption (repair, modification or opening out and closing) to a cable transit or to record the installation of a new cable transit.</u></p> <p><u>(C) Cable transits have been installed, and where disrupted have been reinstated, in accordance with the manufacturer's requirements and in accordance with the requirements of Type Approval.</u></p> <p><u>(D) Where specified, appropriate specialized tools have been used.</u></p> <p><u>(E) The Register is to be reviewed to confirm it is being maintained and as far as practicable the transits are to be examined to confirm their satisfactory condition.</u></p> <p><u>(F) Where there are records entered since the last annual survey of any disruption to the cable transits or installation of new cable transits, the satisfactory condition of those transits is to be confirmed by review of records and, if deemed necessary, by examination. The results are to be recorded in the Register against the specific cable transit.</u></p> <p><u>(35) For ships provided with the equipment employed in the mooring of ships at single point mooring specified in Pt 4, Ch 10, 101. 7 and assigned the additional class notation "EQ-SPM", the general function and deformation condition of this equipment employed in the mooring of ships at single point mooring and hull supporting structures are to be checked. (2017)</u></p>	<p>- reflected 1.2 of IACS UR Z28</p> <p>- reflected 2.2.1 of IACS UR Z28</p> <p>- reflected 3.1 of IACS UR Z28</p> <p>- reflected 4.2.1 of IACS UR Z28</p> <p>- reflected 4.2.2 of IACS UR Z28</p> <p>- adjusting the No.</p>

Present	Amendment	Note
<p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted></p> <p>403. Requirements of survey (2018)</p> <p>1. The Special Survey is to include, in addition to the requirements of the Annual Survey, examination, tests and checks of sufficient extent to ensure that the hull, equipment and related piping, as required in (9), are in satisfactory condition and is fit for the intended purpose for the new period of class of 5 years to be assigned, ~.</p> <p>(1) ~ (17) <omitted> <u><newly added></u></p> <p>(18) For ships provided with the equipment employed in the mooring of ships at single point mooring specified in Pt 4, Ch 10, 101. 7 and assigned the additional class notation "EQ-SPM", the function and deformation condition of this equipment employed in the mooring of ships at single point mooring and hull supporting structures are to be closely checked and confirmed its satisfactory conditions. Where deemed necessary, non-destructive examinations may be required. (2018) [See Guidance]</p>	<p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <same as the current Guidances></p> <p>403. Requirements of survey (2018)</p> <p>1. The Special Survey is to include, in addition to the requirements of the Annual Survey, examination, tests and checks of sufficient extent to ensure that the hull, equipment and related piping, as required in (9), are in satisfactory condition and is fit for the intended purpose for the new period of class of 5 years to be assigned, ~.</p> <p>(1) ~ (17) <same as the current Guidances></p> <p><u>(18) Surveys of Watertight Cable Transits (2021)</u></p> <p><u>(1) The requirements for Special Survey may be undertaken by the attending Surveyor or by a firm approved as a service supplier according to the Guidance for Approval of Service Suppliers.</u></p> <p><u>(2) All transits are to be examined to confirm their satisfactory condition and the Register is to be reviewed to confirm it is being maintained. The Special Survey is to be recorded in the Register, in which a single record entry will be sufficient to record the survey of all transits.</u></p> <p><u>(3) From review of the Register, where there are records entered since the last special survey of any disruption to the cable transits or installation of new cable transits (except which are reviewed and examined at previous annual surveys), the satisfactory condition of those transits is to be confirmed by the attending Surveyor by review of records and examination of the transits; the results are to be recorded in the Register against each of those cable transits.</u></p> <p><u>(4) In case the cable transits have been examined by an approved service supplier, the attending surveyor is to review the Register in order to ascertain that it has been properly maintained by the owner and correctly endorsed by the service supplier.</u></p> <p><u>(19) (18) For ships provided with the equipment employed in the mooring of ships at single point mooring specified in Pt 4, Ch 10, 101. 7 and assigned the additional class notation "EQ-SPM", the function and deformation condition of this equipment employed in the mooring of ships at single point mooring and hull supporting structures are to be closely checked and confirmed its satisfactory conditions. Where deemed necessary, non-destructive examinations may be required. (2018) [See Guidance]</u></p>	<p>- reflected to IACS UR Z28 (New, Oct 2020)</p> <p>- adjusting the No.</p>

(3) Effective date : 1 July 2021

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p>CHAPTER 2 CLASSIFICATION</p> <p>Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted></p> <p>403. Requirements of survey (2018)</p> <p>1. The Special Survey is to include, in addition to the requirements of the Annual Survey, examination, tests and checks of sufficient extent to ensure that the hull, equipment and related piping, as required in (9), are in satisfactory condition and is fit for the intended purpose for the new period of class of 5 years to be assigned, subject to proper maintenance and operation and the periodical surveys being carried out at the due dates. The examinations of the hull are to be supplemented by testing and thickness measurements as required in (9) and (12), to ensure that the structural integrity remains effective. The aim of the examination is to discover substantial corrosion, significant deformation, fractures, damages, or other structural deterioration, that may be present. 【See Guidance】</p> <p>(1) The vessel is to be placed in a drydock or upon a slipway and all items of 603. are to be examined. However ships subject to the "Extended Dry-docking Interval System" specified in 605., this examination can be carried out in accordance with 605. <u><newly added></u></p> <p><herein after, omitted></p>	<p>CHAPTER 2 CLASSIFICATION</p> <p>Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <same as the current Rules></p> <p>403. Requirements of survey (2018)</p> <p>1. The Special Survey is to include, in addition to the requirements of the Annual Survey, examination, tests and checks of sufficient extent to ensure that the hull, equipment and related piping, as required in (9), are in satisfactory condition and is fit for the intended purpose for the new period of class of 5 years to be assigned, subject to proper maintenance and operation and the periodical surveys being carried out at the due dates. The examinations of the hull are to be supplemented by testing and thickness measurements as required in (9) and (12), to ensure that the structural integrity remains effective. The aim of the examination is to discover substantial corrosion, significant deformation, fractures, damages, or other structural deterioration, that may be present. 【See Guidance】</p> <p>(1) The vessel is to be placed in a drydock or upon a slipway and all items of 603. are to be examined. However ships subject to the "Extended Dry-docking Interval System" specified in 605., this examination can be carried out in accordance with 605. <u>【See Guidance】 (2021)</u></p> <p><herein after, omitted></p>	<p>Identify the necessity of revising the rules to allow In-water Survey in lieu of Docking Survey at Special Survey if the Docking Survey was conducted at the previous Intermediate Survey for General Ships.</p> <p>* In UR Z7, there are no requirements that dry docking is required at Special Survey.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 11 Remote Survey (2019)</p> <p>1101. Remote Survey</p> <p>1. Application</p> <p>(1) At the request of the Owner, Remote Survey may be applied to the ships engaged on international voyages. And its application may be restricted depending on flag state administration, purpose and condition of the ships. Especially the ships subject to Korean Ship Safety Act are not applied.</p> <p>(2) Passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts are to be excluded from Remote Survey.</p> <p>(3) <omitted></p> <p>2. Type of Remote Survey</p> <p>Remote Survey is available for the following items and additional Remote Survey is possible if accepted by the Society.</p> <p>(1) ~ (5) <omitted></p> <p>3. Condition of Remote Survey</p> <p>(1) In relation to the “Minor Damage Survey” of 2., (4) above, identified structural damages or statutory items may require authorization from flag state administration if Surveyor will not attend. Generally any damages in association with wastage over the allowable limits(including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the vessel's structural, watertight or weathertight integrity, will require surveyor physical attendance.</p> <p>(2) In relation to the “Outstanding COC(Conditions of Class) or confirming the repairing deficiencies or corrective actions” of 2., (5) above, the some items related to Statutory shall be authorized by flag state administration.</p> <p>(3) ~ (5) <omitted></p>	<p style="text-align: center;">Section 11 Remote Survey (2019)</p> <p>1101. Remote Survey</p> <p>1. Application <u>(2021)</u></p> <p>(1) <u>Remote Survey shall be only carried out on the request of the Owner and approved by the flag state administration, and more detailed requirements are in accordance with the Guidance of Remote Survey.</u> At the request of the Owner, Remote Survey may be applied to the ships engaged on international voyages. But And its application may be restricted depending on flag state administration, purpose and condition of the ships. Especially the ships subject to Korean Ship Safety Act are not applied.</p> <p><u>(2) Especially the ships subject to Korean Ship Safety Act shall be are approved by the Minister of the Ministry of Oceans and Fisheries (MOF).</u> Passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts are to be excluded from Remote Survey.</p> <p><u>(2)</u> (3) <same as the current Rules></p> <p>2. Type of Remote Survey</p> <p>Remote Survey is available for the following items and additional Remote Survey is possible if accepted by the Society.</p> <p>(1) ~ (5) <omitted></p> <p>2. 3: Condition of Remote Survey</p> <p>(1) In relation to the “Minor Damage Survey” of 2., (4) above, identified structural damages or statutory items may require authorization from flag state administration if Surveyor will not attend. Generally any damages in association with wastage over the allowable limits(including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the vessel's structural, watertight or weathertight integrity, will require surveyor physical attendance.</p> <p>(2) In relation to the “Outstanding COC(Conditions of Class) or confirming the repairing deficiencies or corrective actions” of 2., (5) above, the some items related to Statutory shall be authorized by flag state administration.</p> <p><u>(2)</u> (3) ~ (4) <u>(5)</u> <same as the current Rules></p>	<p>- In principle, all Remote Surveys are carried out after approval by related flag state administration, so related requirements have been deleted.</p> <p>e.g.) For BBCHP ships (Panama nationality)</p> <p>- More detailed scope of survey is mentioned in the Remote Survey Guidance</p>

(4) Effective date : 1 Aug. 2021

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1. ~ 5. <omitted></p> <p>6. Force Majeure <i>(2020)</i></p> <p>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:</p> <p>(1) ~ (3) <omitted></p> <p>(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 of postponement</u> under the following conditions: <i>(2020)</i></p> <p>(A) approval by the relevant flag state (if applicable)</p> <p>(B) exams the ship's records</p> <p>(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.</p> <p>(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)</p> <p>(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.</p> <p><herein after, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1. ~ 5. <same as the current Rules></p> <p>6. Force Majeure <i>(2020)</i></p> <p>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:</p> <p>(1) ~ (3) <same as the current Rules></p> <p>(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 of postponement (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></p> <p>(A) approval by the relevant flag state (if applicable)</p> <p>(B) exams the ship's records</p> <p>(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.</p> <p>(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)</p> <p>(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.</p> <p><herein after, same as the current Rules></p>	<p>At the request of the Survey Team (SUR3000-1433- 2021, 20 May 2021),</p> <p>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.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. ~ 111. <omitted></p> <p>112. Remote Inspection Techniques (RIT) (2019)</p> <ol style="list-style-type: none"> 1. The RIT is to provide the information normally obtained from a close-up survey. RIT surveys are to be carried out in accordance with the requirements given here-in and the requirements of IACS Recommendation 42 'Guidelines for Use of Remote Inspection Techniques for surveys'. These considerations are to be included in the proposals for use of a RIT which are to be submitted in advance of the survey so that satisfactory arrangements can be agreed with the Society. 2. The equipment and procedure for observing and reporting the survey using a RIT are to be discussed and agreed with the parties involved prior to the RIT survey, and suitable time is to be allowed to set-up, calibrate and test all equipment beforehand. 3. When using a RIT as an alternative to close-up survey, if not carried out by the Society itself, it is to be conducted by a firm approved as a service supplier according to Guidance for Approval of Service Suppliers and is to be witnessed by an attending surveyor of the Society. 4. The structure to be examined using a RIT is to be sufficiently clean to permit meaningful examination. Visibility is to be sufficient to allow for a meaningful examination. The Society is to be satisfied with the methods of orientation on the structure. <p><herein after, omitted></p>	<p style="text-align: center;">CHAPTER 2 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. ~ 111. <same as the current Rules></p> <p>112. Remote Inspection Techniques (RIT) (2019)</p> <ol style="list-style-type: none"> 1. The RIT is to provide the information normally obtained from a close-up survey. RIT surveys are to be carried out in accordance with the requirements given here-in, and the requirements of IACS Recommendation 42 'Guidelines for Use of Remote Inspection Techniques for surveys' and Guidance for Remote Inspection Techniques. These considerations are to be included in the proposals for use of a RIT which are to be submitted in advance of the survey so that satisfactory arrangements can be agreed with the Society. <i>(2021)</i> 2. The equipment and procedure for observing and reporting the survey using a RIT are to be discussed and agreed with the parties involved prior to the RIT survey, and suitable time is to be allowed to set-up, calibrate and test all equipment beforehand. 3. When using a RIT as an alternative to close-up survey, if not carried out by the Society itself, it is to be conducted by a firm approved as a service supplier according to Guidance for Approval of Service Suppliers and is to be witnessed by an attending surveyor of the Society. 4. The structure to be examined using a RIT is to be sufficiently clean to permit meaningful examination. Visibility is to be sufficient to allow for a meaningful examination. The Society is to be satisfied with the methods of orientation on the structure. <p><herein after, saem as the current Rules></p>	<p>Updating requirements of Remote Inspection Techniques (RIT)</p> <p>- Due to the establishment of 'Guidance for Remote Inspection Techniques(RIT)』</p>

Present	Amendments	Reason
<p>Section 19 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p>〈omitted〉</p> <p>1902. Special requirements for ships subject to Korean Fishing Vessels Act</p> <p>1. to 2. 〈omitted〉</p> <p>3. For fishing vessels of 24 m in length and above and less than 5 years of age after launching date, Annual Surveys may be omitted.</p> <p>〈herein after, omitted〉</p>	<p>Section 19 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p>〈same as present〉</p> <p>1902. Special requirements for ships subject to Korean Fishing Vessels Act</p> <p>1. to 2. 〈same as present〉</p> <p>3. For fishing vessels of 24 m in length and above and less than 5 years of age after launching date, Annual Surveys <u>for statutory survey of Korean Government</u> may be omitted.<u>(2021)</u></p> <p>〈herein after, same as present〉</p>	<p>(Amendment)</p> <p>- Clarify the expression of terms (SUR3000-2185-2020)</p>

(5) Effective date : 1 January 2022

(Date of which application for survey is submitted)

Present	Amendment	Remark
<p data-bbox="129 225 873 300">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p data-bbox="170 341 833 408">Section 9 Continuous Survey of Machinery <omitted></p> <p data-bbox="80 419 501 448">902. Survey items [See Guidance]</p> <ol data-bbox="112 469 922 823" style="list-style-type: none"> 1. The procedure of CMS is to be complied with Annex 1-7 of the Guidance. <i>(2021)</i> 2. Where any machinery installations were overhauled and inspected by the Chief Engineer the overhauled inspections may substitute for the CMS in accordance with Annex 1-7 of the Guidance. <u>However, for each part of the main internal combustion engine and internal combustion engine to drive main generator among machinery permissible for the Chief Engineer's inspection, open-up survey by the Surveyor for at least one of two CMS cycles is to be carried. <i>(2021)</i></u> <p data-bbox="456 887 573 916"><omitted></p>	<p data-bbox="976 225 1720 300">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p data-bbox="1245 349 1482 378"><same as present></p> <p data-bbox="922 389 1344 418">902. Survey items [See Guidance]</p> <ol data-bbox="954 438 1774 793" style="list-style-type: none"> 1. The procedure of CMS is to be complied with Annex 1-7 of the Guidance. <i>(2021)</i> 2. Where any machinery installations were overhauled and inspected by the Chief Engineer the overhauled inspections may substitute for the CMS in accordance with Annex 1-7 of the Guidance. However, for each part of the main internal combustion engine and internal combustion engine to drive main generator among machinery permissible for the Chief Engineer's inspection, open up survey by the Surveyor for at least one of two CMS cycles is to be carried. <i>(2022)</i> <p data-bbox="1245 857 1482 885"><same as present></p>	<p data-bbox="1783 379 1926 408">(Amendment)</p> <p data-bbox="1783 419 2022 598">- Revision of the requirements for accreditation of over-haul inspection by C/E</p>

(6) Effective date : 1 July 2022

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p data-bbox="244 277 819 320">CHAPTER 1 CLASSIFICATION</p> <p data-bbox="190 378 875 414">Section 12 <u>Related Regulations</u> and Surveys</p> <p data-bbox="94 480 488 512">1201. Governmental regulations</p> <p data-bbox="156 523 974 582"><u>The Society may require to apply governmental regulations for items not specified in the Rules.</u></p> <p data-bbox="123 663 380 691">〈herein after, omitted〉</p>	<p data-bbox="1146 277 1722 320">CHAPTER 1 CLASSIFICATION</p> <p data-bbox="1066 378 1863 445">Section 12 Related Regulations, <u>Conventions, etc.</u> and Surveys <u>(2022)</u></p> <p data-bbox="1003 480 1397 512">1201. Governmental regulations</p> <p data-bbox="1032 528 1863 587">The Society may require to apply governmental regulations for items not specified in the Rules.</p> <p data-bbox="1032 678 1514 705">〈herein after, same as the current Rules〉</p>	

Present	Amendments	Reason
<p>110. Procedures for thickness measurements (2021) [See Guidance]</p> <p>1. ~ 2. <omitted></p> <p>3. Thickness measurements and Close-up Surveys</p> <p>In any kind of survey, i.e. Special, Intermediate, Annual or other Surveys having the scope of the foregoing ones, thickness measurements, when required by Table 1.2.9, Table 1.2.11, Table 1.3.2, Table 1.3.5, Table 1.3.8, Table 1.3.11 or Table 1.3.14 of structures in areas where Close-up Surveys are required shall be carried out simultaneously with Close-up Surveys. (2019)</p> <p><omitted></p> <p><u>For structure built with a material other than steel, alternative thickness measurement requirements may be developed and applied as deemed necessary by the Society. (See Annex 1-5, 1 (1) (B) of the Guidance)</u></p> <p>4. ~ 6. <omitted></p> <p><herein after, omitted></p> <p>e. g. 1)</p> <p>(B) Where the ship has been constructed with FRP, aluminum alloy or other anti-corrosion materials, the thickness measurements may be dispensed with.</p> <p>e. g. 2)</p> <p>(1) The thickness measurement of stainless steel hull structure and piping may be waived, except for clad steel plating. (404. 4. (1) of Ch 3,</p>	<p>110. Procedures for thickness measurements (2021) [See Guidance]</p> <p>1. ~ 2. <same as the current Rules></p> <p>3. Thickness measurements and Close-up Surveys</p> <p>In any kind of survey, i.e. Special, Intermediate, Annual or other Surveys having the scope of the foregoing ones, thickness measurements, when required by Table 1.2.9, Table 1.2.11, Table 1.3.2, Table 1.3.5, Table 1.3.8, Table 1.3.11 or Table 1.3.14 of structures in areas where Close-up Surveys are required shall be carried out simultaneously with Close-up Surveys. (2019)</p> <p><same as the current Rules></p> <p>For structure built with a material other than steel, alternative thickness measurement requirements may be developed and applied as deemed necessary by the Society. (See Annex 1-5, 1 (1) (B) of the Guidance)</p> <p><u>Where the ship has been constructed with FRP, aluminum alloy, stainless steel or other anti-corrosion materials(except for class steel) , the thickness measurements for hull structure members and pipes may be dispensed with. (2022)</u></p> <p>4. ~ 6. <same as the current Rules></p> <p><herein after, same as the current Rules></p>	<p>- Consolidation of requirements for omitting thickness measurement in one place.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>303. Machinery, electrical installations and additional installations 1 to 9. <omitted></p> <p>10. The Surveys for Exhaust gas emission abatement system(SCR, EGR & EGCS) are to be carried out in accordance with <u>Guidance for Exhaust gas emission abatement system. (2021)</u></p> <p><omitted></p> <p style="text-align: center;">Section 5-1 Special Survey (Machinery, Electrical Installations and Additional Installations)</p> <p>502. Requirements of survey</p> <p>2. Requirements of machinery except for main engines and auxiliary engines <i>(2018)</i></p> <p>(1) to (14) <omitted></p> <p>(15) The Surveys for Exhaust gas emission abatement system(SCR, EGR & EGCS) are to be carried out in accordance with Guidance for Exhaust gas emission abatement system. <i>(2021)</i></p> <p><herein after, omitted></p>	<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>303. Machinery, electrical installations and additional installations 1 to 9. <same as the current Rules></p> <p>10. The Surveys for Exhaust gas emission abatement system(SCR, EGR & EGCS) are to be carried out in accordance with Guidance for Prevention System of Pollution from Ships (2022)</p> <p><same as the current Rules></p> <p style="text-align: center;">Section 5-1 Special Survey (Machinery, Electrical Installations and Additional Installations)</p> <p>502. Requirements of survey</p> <p>2. Requirements of machinery except for main engines and auxiliary engines <i>(2018)</i></p> <p>(1) to (14) <same as the current Rules></p> <p>(15) The Surveys for Exhaust gas emission abatement system(SCR, EGR & EGCS) are to be carried out in accordance with Guidance for Prevention System of Pollution from Ships (2022)</p> <p><herein after, same as the current Rules></p>	<p>– Change the name of guidance (MRD4800-123-2021)</p>

Present						Reason																																																																				
<div>Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</div> <div>403. Requirements of survey (2018) <omitted></div> <div>Table 1.2.3 Minimum requirements for Internal examination of spaces at each Special Survey (2020)</div> <table><tr><th colspan="2">Spaces</th><th>No. of Special Survey</th><th>Special Survey No. 1</th><th>Special Survey No. 2</th><th>Special Survey No. 3</th><th>S. Survey No. 4 and Subsequent</th></tr><tr><td colspan="2">Cargo holds(and their 'tween decks where fitted), cargo tanks</td><td></td><td>○</td><td>○</td><td>○</td><td>○</td></tr><tr><td colspan="2">Double bottom tanks, deep tanks, ballast tanks, peak tanks</td><td></td><td>○</td><td>○</td><td>○</td><td>○</td></tr><tr><td colspan="2">Pump room, pipe tunnel, duct keel, machinery spaces, dry spaces, cofferdams, void spaces</td><td></td><td>○</td><td>○</td><td>○</td><td>○</td></tr><tr><td colspan="2">Structural downflooding ducts and structural ventilation <u>ducts</u> (2019)</td><td></td><td>-</td><td>-</td><td>○</td><td>○</td></tr><tr><td rowspan="3">Fuel oil tanks△</td><td>Engine room</td><td></td><td>-</td><td>-</td><td>1</td><td>1</td></tr><tr><td>Cargo length area</td><td></td><td>-</td><td>1</td><td>2</td><td>Half, minimum 2</td></tr><tr><td>If no tanks in Cargo length area, additional fuel tank(s) outside of engine room(if fitted)</td><td></td><td>-</td><td>1</td><td>1</td><td>2</td></tr><tr><td colspan="2">Lubrication oil tanks△</td><td></td><td>-</td><td>-</td><td>-</td><td>1</td></tr><tr><td colspan="2">Fresh water tanks△</td><td></td><td>-</td><td>1</td><td>○</td><td>○</td></tr></table> <div><Newly added></div> <div>(NOTES) 1. Purpose of tank has a priority in application. ○ : All tanks and spaces are to be internally examined. △ : As follows: 1) These requirements apply to tanks of integral (structural) type. 2) If a selection of tanks is accepted to be examined, then different tanks are to be examined at each Special Survey, on a rotational basis. 3) Peak tanks (all uses) are subject to internal examination at each Special Survey. 4) At Special Survey No. 3 and subsequent surveys, one deep tank for fuel oil in the cargo length area is to be included, if fitted. 2. ~ 3. <omitted></div>						Spaces		No. of Special Survey	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	S. Survey No. 4 and Subsequent	Cargo holds(and their 'tween decks where fitted), cargo tanks			○	○	○	○	Double bottom tanks, deep tanks, ballast tanks, peak tanks			○	○	○	○	Pump room, pipe tunnel, duct keel, machinery spaces, dry spaces, cofferdams, void spaces			○	○	○	○	Structural downflooding ducts and structural ventilation <u>ducts</u> (2019)			-	-	○	○	Fuel oil tanks△	Engine room		-	-	1	1	Cargo length area		-	1	2	Half, minimum 2	If no tanks in Cargo length area, additional fuel tank(s) outside of engine room(if fitted)		-	1	1	2	Lubrication oil tanks△			-	-	-	1	Fresh water tanks△			-	1	○	○	<div>At the request of the Survey Team SUR 3000-1729-2021 (22, June 2021),</div> <div>: Among the survey requirements for double bottom tanks or deep tanks acc. to the rules, the need to clearly separate and apply the tanks in the engine room is identified</div>
Spaces		No. of Special Survey	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	S. Survey No. 4 and Subsequent																																																																				
Cargo holds(and their 'tween decks where fitted), cargo tanks			○	○	○	○																																																																				
Double bottom tanks, deep tanks, ballast tanks, peak tanks			○	○	○	○																																																																				
Pump room, pipe tunnel, duct keel, machinery spaces, dry spaces, cofferdams, void spaces			○	○	○	○																																																																				
Structural downflooding ducts and structural ventilation <u>ducts</u> (2019)			-	-	○	○																																																																				
Fuel oil tanks△	Engine room		-	-	1	1																																																																				
	Cargo length area		-	1	2	Half, minimum 2																																																																				
	If no tanks in Cargo length area, additional fuel tank(s) outside of engine room(if fitted)		-	1	1	2																																																																				
Lubrication oil tanks△			-	-	-	1																																																																				
Fresh water tanks△			-	1	○	○																																																																				

Amendments

Reason

Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)

403. Requirements of survey (2018)

〈same as the current Rules〉

Table 1.2.3 Minimum requirements for Internal examination of spaces at each Special Survey (2020)

Spaces		No. of Special Survey	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	S. Survey No. 4 and Subsequent
Cargo holds(and their 'tween decks where fitted), cargo tanks			○	○	○	○
Double bottom tanks, deep tanks, ballast tanks, peak tanks			○	○	○	○
Pump room, pipe tunnel, duct keel, machinery spaces, dry spaces, cofferdams, void spaces			○	○	○	○
Structural downflooding ducts and structural ventilation ducts(if installed) ³ (2022)			-	-	○	○
Fuel oil tanks△	Engine room		-	-	1	1
	Cargo length area		-	1	2	Half, minimum 2
	If no tanks in Cargo length area, additional fuel tank(s) outside of engine room(if fitted)		-	1	1	2
Lubrication oil tanks△			-	-	-	1
Fresh water tanks△			-	1	○	○
Bilge Holding Tank (2022)			○	○	○	○
Other tanks in E/Room (ex. waste -/sludge -/drain -/ bilge - etc.) (2022)			-	-	1	○

(NOTES)

1. Purpose of tank has a priority in application.

○ : All tanks and spaces are to be internally examined.

△ : As follows:

1) These requirements apply to tanks of integral (structural) type.

2) If a selection of tanks is accepted to be examined, then different tanks are to be examined at each Special Survey, on a rotational basis.

3) Peak tanks (all uses) are subject to internal examination at each Special Survey.

4) At Special Survey No. 3 and subsequent surveys, one deep tank for fuel oil in the cargo length area is to be included, if fitted.

2. ~ 3. 〈same as the current Rules〉

At the request of the Survey Team SUR 3000-1729-2021 (22, June 2021),

: Among the survey requirements for double bottom tanks or deep tanks acc. to the rules, the need to clearly separate and apply the tanks in the engine room is identified

Present	Amendments	Reason																
<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey</p> <p>1. General Ships</p> <table><tr><td>Special Survey No. 1</td><td>Special Survey No. 2</td><td>Special Survey No. 3</td><td>Special Survey No. 4 and Subsequent</td></tr><tr><td colspan="4">〈omitted〉</td></tr></table> <p>(NOTES)</p> <p>1) In application to this table, <u>General Ships</u> means ships except Other Ships in Table 1.2.4, 2. <u><Newly added></u></p> <p>2) Thickness measurement locations are to be selected to provide the best representative sampling of areas likely to be most exposed to corrosion, considering cargo and ballast history and arrangement and condition of protective coatings.</p> <p>3) ~ 9) 〈omitted〉</p>	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	〈omitted〉				<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey</p> <p>1. General Ships</p> <table><tr><td>Special Survey No. 1</td><td>Special Survey No. 2</td><td>Special Survey No. 3</td><td>Special Survey No. 4 and Subsequent</td></tr><tr><td colspan="4">〈same as the current Rules〉</td></tr></table> <p>(NOTES)</p> <p>1) In application to this table, General Ships* means ships except Other Ships in Table 1.2.4, 2. <u>(2022)</u></p> <p><u>(* In case there is a separate requirement for thickness measurement in the relevant classification technical rules, the relevant classification technical rules are to be applied.)</u></p> <p>2) Thickness measurement locations are to be selected to provide the best representative sampling of areas likely to be most exposed to corrosion, considering cargo and ballast history and arrangement and condition of protective coatings.</p> <p>3) ~ 9) 〈same as the current Rules〉</p>	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	〈same as the current Rules〉				<p>Geoje Branch Office's comments by phone.</p> <p>In the notes on the minimum requirements for TMs at Special Survey, Pt 1 of the Rules, the requirements for TMs of General Ships in Table 1.2.4 should also be applied to MOU/MODU, etc.</p> <p>However, as the current MOU/MODU rules separately stipulate the requirements to be measured during Special Survey, so the requirements in the notes are updated to meet the current situation.</p> <p>21. Fixed Offshore Structure</p> <p>22. Mobile Offshore Unit</p> <p>23. MODU</p> <p>24-1. Floating Production, Storage and Offloading Unit</p> <p>.</p> <p>.</p> <p>.</p> <p>.</p> <p>25-2. Floating LNG Production, Storage and Offloading Unit</p>
Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent															
〈omitted〉																		
Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent															
〈same as the current Rules〉																		

Present	Amendments	Reason																
<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey (continued)</p> <p>2. Other Ships</p> <table><tr><td>Special Survey No. 1</td><td>Special Survey No. 2</td><td>Special Survey No. 3</td><td>Special Survey No. 4 and Subsequent</td></tr><tr><td colspan="4"></td></tr></table> <p>(NOTES)</p> <p>1) In application to this table, <u>Other Ships</u> means the ship specified as follows except Special Purpose Ship – Waste in Annex 1-1, 1.1 of the Guidance relating to the Rules.</p> <ul style="list-style-type: none">- the ship type 12, 13- the ship less than 500 GT and not engaged on international voyages among ship type 15, 16, 17, 19, 20 and 26 to 30 <p>2) ~ 5) <omitted></p>	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent					<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey (continued)</p> <p>2. Other Ships</p> <table><tr><td>Special Survey No. 1</td><td>Special Survey No. 2</td><td>Special Survey No. 3</td><td>Special Survey No. 4 and Subsequent</td></tr><tr><td colspan="4"></td></tr></table> <p>(NOTES)</p> <p>1) In application to this table, Other Ships* means the ship specified as follows except Special Purpose Ship – Waste in Annex 1-1, 1.1 of the Guidance relating to the Rules.</p> <ul style="list-style-type: none">- the ship type 12, 13- the ship less than 500 GT and not engaged on international voyages among ship type 15, 16, 17, 19, 20 and 26 to <u>32</u> <u>(* In case there is a separate requirement for thickness measurement in the relevant classification technical rules, the relevant classification technical rules are to be applied.)</u> <p>2) ~ 5) <same as the current Rules></p>	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent					<p>Geoje Branch Office's comments by phone. In the notes on the minimum requirements for TMs at Special Survey, Pt 1 of the Rules, the requirements for TMs of Other Ships in Table 1.2.4 should also be applied to Floating Dock. However, as the current Floating Dock rules separately stipulate the requirements to be measured during Special Survey, so the requirements in the notes are updated to meet the current situation.</p> <p>12. Fishing vessel, 13. Fish Carrier</p> <p>15-1. Tug Boat 15-2. Pusher 16. Work Vessel 17. Special Purpose Ship 19. Dredger 20. Special Purpose Submersible 26. Offshore Support Vessel 27-1. Floating Dock 27-2. Dock Gate 27-3. Launching Skid Barge 28. Refrigerated Cargo Carrier 29. Single Point Mooring 30. Floating Structure 31. Shiplift and Transfer System 32. WIG Craft 33. Floating LNG Bunkering Terminal</p>
Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent															
Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent															

Present					Amendments					Reason																														
Table 1.2.6 Minimum requirements for tank testing					Table 1.2.6 Minimum requirements for tank testing					– In order to match the Table 1.2.3 ‘Minimum requirements for Internal examination of spaces at each Special Survey’																														
<table><tr><th>No. of Special Survey Tanks</th><th>Special Survey No. 1</th><th>Special Survey No. 2</th><th>Special Survey No. 3</th><th>Special Survey No. 4 and Subsequent</th></tr><tr><td>All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)</td><td>○</td><td>○</td><td>○</td><td>○</td></tr><tr><td>Fuel oil tank, lubrication oil tank, fresh water tank <Newly added></td><td>△</td><td>△</td><td>△</td><td>△</td></tr></table>					No. of Special Survey Tanks	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent		All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)	○	○	○	○	Fuel oil tank, lubrication oil tank, fresh water tank <Newly added>	△	△	△	△	<table><tr><th>No. of Special Survey Tanks</th><th>Special Survey No. 1</th><th>Special Survey No. 2</th><th>Special Survey No. 3</th><th>Special Survey No. 4 and Subsequent</th></tr><tr><td>All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks</td><td>○</td><td>○</td><td>○</td><td>○</td></tr><tr><td>Fuel oil tank, lubrication oil tank, fresh water tank, bilge holding tank, other tanks in E/Room (ex. waste -/sludge -/drain -/ bilge - etc.) (2022)</td><td>△</td><td>△</td><td>△</td><td>△</td></tr></table>					No. of Special Survey Tanks	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks	○	○	○	○	Fuel oil tank, lubrication oil tank, fresh water tank, bilge holding tank, other tanks in E/Room (ex. waste -/sludge -/drain -/ bilge - etc.) (2022)	△	△	△	△
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<p>(NOTES)</p> <p>1. Purpose of tank has a priority in application.</p> <p>2. Boundaries of tanks are to be tested with a head of liquid to the top of air pipes or to near the top of hatches for ballast/cargo holds. Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions.</p> <p>3. ○ : All tanks are to be tested. △ : (2020)</p> <p>1) These requirements apply to tanks of integral (structural) type.</p> <p>2) Tank testing of fuel oil, lube oil and fresh water tanks may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results.</p> <p>3) Fuel oil tanks which do not form part of the ship’s structures are to be examined in accordance with 502. 2. (9), (c).</p> <p>4. ~ 5. <omitted></p>					<p>(NOTES)</p> <p>1. Purpose of tank has a priority in application.</p> <p>2. Boundaries of tanks are to be tested with a head of liquid to the top of air pipes or to near the top of hatches for ballast/cargo holds. Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions.</p> <p>3. ○ : All tanks are to be tested. △ : (2020)</p> <p>1) These requirements apply to tanks of integral (structural) type.</p> <p>2) Tank testing of fuel oil, lube oil and fresh water tanks, etc. may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results. (2022)</p> <p>3) Fuel oil tanks which do not form part of the ship’s structures are to be examined in accordance with 502. 2. (9), (c).</p> <p>4. ~ 5. <same as the current Rules></p>																																			

Present	Amendments	Reason
<p style="text-align: center;">Section 10 Occasional Survey</p> <p>1001. Occasional Survey [See Guidance]</p> <p>All classed ships are to be subjected to Occasional Surveys when they fall under either of the following conditions at the periods other than those of <u>Special, Intermediate, or Annual Survey</u>:</p> <p>(1) When main parts of hull or machinery, or important fittings or equipment which have been surveyed by the Society, have been damaged, or are about to be repaired or altered.</p> <p>(2) When whole or a part of machinery are about to be shifted.</p> <p>(3) When safety valves are opened up or when settings of safety valves is altered.</p> <p>(4) When propeller shafts are drawn out and the survey of the shaft is requested by the Owner.</p> <p>(5) When load lines are required to be changed or to be newly marked.</p> <p><u><Newly added></u></p> <p><u>(6) Other cases where surveys are designated or whenever survey is deemed necessary by the Surveyor.</u></p> <p><u>(7)</u> When the due dates of surveys are to be postponed.</p> <p><herein after, omitted></p>	<p style="text-align: center;">Section 10 Occasional Survey</p> <p>1001. Occasional Survey <u>(2022)</u> [See Guidance]</p> <p>All classed ships are to be subjected to Occasional Surveys when they fall under either of the following conditions at the periods other than those of <u>Periodical</u> Special, Intermediate, or Annual Survey: <u>(2022)</u></p> <p>(1) When main parts of hull, or machinery, or important fittings or equipment <u>affecting the classification</u> which have been surveyed by the Society, have been damaged, or are about to be repaired or altered. <u>(2022)</u></p> <p>(2) When whole or a part of machinery are about to be shifted.</p> <p>(3) When safety valves are opened up or when settings of safety valves is altered.</p> <p>(4) When propeller shafts are drawn out and the survey of the shaft is requested by the Owner.</p> <p>(5) When load lines are required to be changed or to be newly marked.</p> <p><u>(6) When Laid-up survey. (2022)</u></p> <p>(7) When the due dates of surveys are to be postponed.</p> <p><u>(8)</u> (6)Other cases where surveys are designated or whenever survey is deemed necessary by the Surveyor.</p> <p><herein after, same as the current Rules></p>	<p>– In order to match the current scope of work</p>

Present	Amendments	Reason
<p>Section 19 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p>1901. Special requirements for ships subject to Korean Ship Safety Act 【See Guidance】</p> <p>1. ~ 5. <omitted></p> <p><Newly added></p> <p>6.~10. <omitted></p> <p><herein after, omitted></p>	<p>Section 19 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p>1901. Special requirements for ships subject to Korean Ship Safety Act 【See Guidance】</p> <p>1~5. <same as the current Rules></p> <p>6. in application to 303. 2. (2) and 502. 1. (1), the due date of examinations/overhauling survey for internal combustion engines, which are installed on ships engaged on domestic voyage only, is to be in accordance with the relevant requirements of Korean Ship Safety Act. (2022)</p> <p>7. 6. ~ 11. 10. <same as the current Rules></p> <p><herein after, same as the current Rules></p>	<p>- Transferred the requirements of the guidance.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. ~ 202. <omitted></p> <p>203. Intermediate Survey</p> <p>1. ~ 3. <omitted></p> <p>4. Extent of thickness measurement</p> <p>(1) Bulk carriers exceeding 5 years of age up to 10 years of age, the following is to apply:</p> <p>(a) ~ (d) <omitted></p> <p>(2) Bulk carriers exceeding 10 years of age up to 15 years of age, Par 1 (3) above is to apply.</p> <p>(3) Bulk carriers exceeding 15 years of age, Par 1 (4) above is to apply.</p> <p>(4) <u>The side shell frames and brackets of cargo holds bounded by the single side shell of bulk carriers which were not built in accordance with Pt 7, Ch 3, Sec 7 are to have thickness measurements taken for the extent of Close-up Survey according to the ship's age.</u></p> <p><herein after, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. ~ 202. <same as the current Rules></p> <p>203. Intermediate Survey</p> <p>1. ~ 3. <same as the current Rules></p> <p>4. Extent of thickness measurement <u>(2022)</u></p> <p>(1) Bulk carriers exceeding 5 years of age up to 10 years of age, the following is to apply:</p> <p>(a) ~ (d) <same as the current Rules></p> <p>(2) Bulk carriers exceeding 10 years of age up to 15 years of age, Par 1 (3) above is to apply.</p> <p>(3) Bulk carriers exceeding 15 years of age, Par 1 (4) above is to apply.</p> <p>(4) The side shell frames and brackets of cargo holds bounded by the single side shell of bulk carriers which were not built in accordance with Pt 7, Ch 3, Sec 7 are to have thickness measurements taken for the extent of Close up Survey according to the ship's age.</p> <p><herein after, same as the current Rules></p>	<p>At the Survey Team' comments by phone</p> <p>– This requirement is not in UR Z10.2, and the requirements of the Intermediate Survey are to be the same extent to the previous Special Survey.</p> <p>Therefore, the requirement for measuring S31 is included in the Special Survey items and it is deleted.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 4 Chemical Tankers</p> <p>404. Special Survey</p> <p>1. ~ 3. <omitted></p> <p>4. Extent of Thickness Measurement</p> <p>(1) The minimum requirements for thickness measurements at Special Survey are given in Table 1.3.8. <u>The thickness measurement of stainless steel hull structure and piping may be waived, except for clad steel plating.</u></p> <p>(2) ~ (6) <omitted></p> <p><herein after, omitted></p>	<p style="text-align: center;">Section 4 Chemical Tankers</p> <p>404. Special Survey</p> <p>1. ~ 3. <same as the current Rules></p> <p>4. Extent of Thickness Measurement</p> <p>(1) The minimum requirements for thickness measurements at Special Survey are given in Table 1.3.8. The thickness measurement of stainless steel hull structure and piping may be waived, except for clad steel plating. (2022)</p> <p>(2) ~ (6) <same as the current Rules></p> <p><herein after, same as the current Rules></p>	<p>– Moved to Ch. 2, 110.</p>

(7) Effective date : 1 July 2022

(Date of which application for survey is submitted) – Specially considered

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 15 Hull Surveys for General Dry Cargo Ships</p> <p>1504. Special Survey</p> <p>1. General</p> <p>(1) ~ (5) <omitted></p> <p>(6) The survey extent of ballast tanks converted to void spaces <u>may be reduced to extent of measurement points and Close-up Surveys that is sufficient to confirm the actual average condition of the structure under the coating in relation to the requirements for ballast tanks where hard protective coatings are found to be in GOOD condition. (2019)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(7) <omitted></p> <p><herein after, omitted></p> <p><u>ex) UR Z7.1 & 7.2, 2.2.1.4</u> The survey extent of ballast tanks converted to void spaces is to be <u>specially considered</u> in relation to the requirements for ballast tanks.</p> <p><u>* definition of specially considered :</u> Special Consideration or specially considered (in connection with close-up surveys and thickness measurements) means sufficient close-up inspection and thickness measurements are to be taken to confirm the actual average condition of the structure under the coating.</p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 15 Hull Surveys for General Dry Cargo Ships</p> <p>1504. Special Survey</p> <p>1. General</p> <p>(1) ~ (5) <same as the current Rules></p> <p>(6) The survey extent of ballast tanks converted to void spaces <u>is to be specially considered in relation to the requirements for ballast tanks. Where the hard protective coating in void space is found to be in a GOOD condition, the extent of Close-up Surveys and thickness measurements may be reduced by sufficiently confirming the actual average condition of the structure under the coating. (2022)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(7) <same as the current Rules></p> <p><herein after, same as the current Rules></p>	<p>– the meanig is not cleard, so the reviced to clarify the meaning(At the request of the Education team by Phone) : english only</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 16 Hull Surveys for Liquefied Gas Carriers</p> <p>1604. Special Survey</p> <p>1. General</p> <p>(1) ~ (5) <omitted></p> <p>(6) The survey extent of ballast tanks converted to void spaces <u>may be reduced to extent of measurement points and Close-up Surveys that is sufficient to confirm the actual average condition of the structure under the coating in relation to the requirements for ballast tanks where hard protective coatings are found to be in GOOD condition. (2019)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(7) <omitted></p> <p><herein after, omitted></p> <p><u>ex) UR 27.2, 2.2.1.4</u> The survey extent of ballast tanks converted to void spaces is to be <u>specially considered</u> in relation to the requirements for ballast tanks.</p> <p><u>* definition of specially considered :</u> Special Consideration or specially considered (in connection with close-up surveys and thickness measurements) means sufficient close-up inspection and thickness measurements are to be taken to confirm the actual average condition of the structure under the coating.</p>	<p style="text-align: center;">Section 16 Hull Surveys for Liquefied Gas Carriers</p> <p>1604. Special Survey</p> <p>1. General</p> <p>(1) ~ (5) <same as the current Rules></p> <p>(6) The survey extent of ballast tanks converted to void spaces <u>is to be specially considered in relation to the requirements for ballast tanks. Where the hard protective coating in void space is found to be in a GOOD condition, the extent of Close-up Surveys and thickness measurements may be reduced by sufficiently confirming the actual average condition of the structure under the coating. (2022)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(7) <same as the current Rules></p> <p><herein after, same as the current Rules></p>	<p>– the meanig is not cleard, so the reviced to clarify the meaning(At the request of the Education team by Phone) : <u>english only</u></p>

Present	Amendments	Reason
<p>CH 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p>Section 2 Bulk Carriers</p> <p>204. Special Survey</p> <p>1. General</p> <p>(1) ~ (4) <omitted></p> <p>(5) The survey extent of ballast tanks converted to void spaces <u>may be reduced to extent of measurement points and Close-up Surveys that is sufficient to confirm the actual average condition of the structure under the coating in relation to the requirements for ballast tanks where hard protective coatings are found to be in GOOD condition. (2019)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(6) <omitted></p> <p>Section 6 Double Skin Bulk Carriers</p> <p>604. Special Survey</p> <p>1. General</p> <p>(1) ~ (4) <omitted></p> <p>(5) The survey extent of ballast tanks converted to void spaces <u>may be reduced to extent of measurement points and Close-up Surveys that is sufficient to confirm the actual average condition of the structure under the coating in relation to the requirements for ballast tanks where hard protective coatings are found to be in GOOD condition. (2019)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(6) <omitted></p> <p><herein after, omitted></p> <p><u>ex) UR Z10.2 & 10.5, 2.2.1.4</u> The survey extent of ballast tanks converted to void spaces is to be specially considered in relation to the requirements for ballast tanks.</p>	<p>CH 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p>Section 2 Bulk Carriers</p> <p>204. Special Survey</p> <p>1. General</p> <p>(1) ~ (4) <same as the current Rules></p> <p>(5) The survey extent of ballast tanks converted to void spaces <u>is to be specially considered in relation to the requirements for ballast tanks. Where the hard protective coating in void space is found to be in a GOOD condition, the extent of Close-up Surveys and thickness measurements may be reduced by sufficiently confirming the actual average condition of the structure under the coating. (2022)</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(6) <same as the current Rules></p> <p>Section 6 Double Skin Bulk Carriers</p> <p>604. Special Survey</p> <p>1. General</p> <p>(1) ~ (4) <same as the current Rules></p> <p>(5) The survey extent of ballast tanks converted to void spaces <u>is to be specially considered in relation to the requirements for ballast tanks. Where the hard protective coating in void space is found to be in a GOOD condition, the extent of Close-up Surveys and thickness measurements may be reduced by sufficiently confirming the actual average condition of the structure under the coating.</u></p> <p>Note : For survey of automatic air pipe heads refer to 403. 1 (17).</p> <p>(6) <same as the current Rules></p> <p><herein after, same as the current Rules></p>	<p>- the meaning is not clear, so the revised to clarify the meaning (At the request of the Education team by Phone)</p> <p>: english only</p>

(8) Effective date : 1 July 2022

(Date of which application for survey is submitted)

- Consistent with the requirements of Korean Ship Safety Act

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. Due range</p> <p>1. Intermediate Survey is to be carried out within 3 months before or after the second or third anniversary date from the completion date of the initial Classification Survey or of the previous Special Survey. However, <u>for passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles, high speed crafts</u>, Intermediate Survey is to be carried out within 3 months before or after each anniversary date.</p> <p>〈newly added〉</p> <p>2. ~ 5. 〈omitted〉</p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>4. The Special Survey including docking survey, compartment survey and thickness measurement may be commenced at the 4th Annual Survey and be progressed with a view to completion by the 5th anniversary date. (2021)</p> <p>Note : <u>For passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts</u>, this requirement does not apply.</p> <p>〈newly added〉</p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. Due range</p> <p>1. Intermediate Survey is to be carried out within 3 months before or after the second or third anniversary date from the completion date of the initial Classification Survey or of the previous Special Survey. However, <u>for passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles, high speed crafts* and WIG Craft for passenger</u>, Intermediate Survey is to be carried out within 3 months before or after each anniversary date.</p> <p><u>* Note : Where, high-speed craft means ships subject to HSC Code or ships subject to standards for high-speed craft of the Korean Ship Safety Act.</u></p> <p>2. ~ 5. 〈same as the current Rules〉</p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>4. The Special Survey including docking survey, compartment survey and thickness measurement may be commenced at the 4th Annual Survey and be progressed with a view to completion by the 5th anniversary date. (2022)</p> <p>Note : 1) <u>For passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts, and WIG Craft for passenger</u>, this requirement does not apply.</p> <p>2) <u>In applying Note 1 above, high-speed craft means ships subject to HSC Code or ships subject to standards for high-speed craft of the Korean Ship Safety Act.</u></p>	<p>- Amended to reflect Article 19 Para 2 of the Enforcement Regulations of the Koreans Ship Safety Act:</p>

Present	Amendments	Reason
<p>5. When the "Special Survey is commenced" prior to the 4th Annual Survey, the entire survey is to be completed within 15 months if such work is to be credited to the Special Survey. (2021)</p> <p>Note : 1) <u>For passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts, this requirement does not apply.</u></p> <p><u><newly added></u></p> <p>2) "Special Survey is commenced" means the following items among all survey items of Special Survey.</p> <p>(1) ~ (6) <omitted></p> <p style="text-align: center;">Section 6 Docking Survey</p> <p>601. Due range 【See Guidance】</p> <p>1. There is to be a minimum of two examinations of the outside of the ship's bottom and related items during each five-year Special Survey period. One such examination is to be carried out in conjunction with the Special Survey. In all cases the interval between any two such examinations is not to exceed 36 months.</p> <p>2. Notwithstanding the requirements specified in Par 1 above, <u>for passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles, high speed crafts,</u> the docking survey is to be a part of <u>the Special, Intermediate or Annual Survey.</u> But the Docking Survey may be subject to the requirements as provided separately by the Society.</p> <p><u><newly added></u></p> <p>3. <omitted></p>	<p>5. When the "Special Survey is commenced" prior to the 4th Annual Survey, the entire survey is to be completed within 15 months if such work is to be credited to the Special Survey. (2021)</p> <p>Note : 1) <u>For passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts, and WIG Craft for passenger,</u> this requirement does not apply.</p> <p>2) <u>In applying Note 1 above, high-speed craft means ships subject to HSC Code or ships subject to standards for high-speed craft of the Korean Ship Safety Act.</u></p> <p>3) 2) "Special Survey is commenced" means the following items among all survey items of Special Survey.</p> <p>(1) ~ (6) <same as the current Rules></p> <p style="text-align: center;">Section 6 Docking Survey</p> <p>601. Due range 【See Guidance】</p> <p>1. There is to be a minimum of two examinations of the outside of the ship's bottom and related items during each five-year Special Survey period. One such examination is to be carried out in conjunction with the Special Survey. In all cases the interval between any two such examinations is not to exceed 36 months.</p> <p>2. Notwithstanding the requirements specified in Par 1 above, for passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles, high speed crafts and <u>WIG Craft for passenger,</u> the docking survey is to be a part of the <u>Periodical Survey.</u> Special, Intermediate or Annual Survey. But the Docking Survey may be subject to the requirements as provided separately by the Society.</p> <p><u>* Note : Where, high-speed craft means ships subject to HSC Code or ships subject to standards for high-speed craft of the Korean Ship Safety Act.</u></p> <p>3. <same as the current Rules></p>	<p>– Amended to reflect Article 19 Para 2 of the Enforcement Regulations of the Koreans Ship Safety Act:</p>

(9) Effective date : 1 July 2022

(Date of which application for survey is submitted) – [Definitions](#)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions (2020)</p> <p>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.</p> <p>1. ~ 3. <omitted></p> <p>4. Class Notation means a notation in which the characteristics of a ship is expressed in letters or symbols, indicating that it meets the compulsory application requirements of the ship and/or additional voluntary standards requirements. <u>Class notation codes include registration code, hull/institution code, design code, ship type. Special notes, additional notes and supplementary codes.</u></p> <p><u><Newly added></u></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions (2020)</p> <p>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.</p> <p>1. ~ 3. <same as the current Rules></p> <p>4. Class Notation means a notation in which the characteristics of a ship is expressed in letters or symbols, indicating that it meets the compulsory application requirements of the ship and/or additional voluntary standards requirements. Class notation <u>consists of construction symbols, service restriction notation of hull/machinery, equipment, ship type notation, special feature notations, additional special feature feature notations and additional installation notations.</u> codes include registration code, hull/institution code, design code, ship type. Special notes, additional notes and supplementary codes: <u>(2022)</u></p> <p>5. Date of contract for construction (2022)</p> <p><u>(1) The date of contract for construction of a vessel is the date on which the contract to build the vessel is signed between the prospective Owner and the shipbuilder. This date and the construction numbers(i.e. hull numbers) of all the vessels included in the contract are to be declared to the Society by the party applying for the assignment of class to a newbuilding.</u></p> <p><u>(2) The date of contract for construction of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective Owner and the shipbuilder.</u></p> <p><u>(3) In application to Par 2, vessels built under a single contract for construction are considered a series of vessels if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided;</u></p>	<p>– English only.</p> <p>– Moved from Ch 1, 309.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>309. Date of contract for construction</p> <ol style="list-style-type: none"> The date of contract for construction of a vessel is the date on which the contract to build the vessel is signed between the prospective Owner and the shipbuilder. This date and the construction numbers(i.e. hull numbers) of all the vessels included in the contract are to be declared to the Society by the party applying for the assignment of class to a newbuilding. The date of contract for construction of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective Owner and the shipbuilder. In application to Par 2, vessels built under a single contract for construction are considered a series of vessels if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided; <ol style="list-style-type: none"> Such alterations do not affect matters related to classification, or If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval. <p>The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.</p> If a contract for construction is later amended to include additional vessels or additional options, the date of contract for construction for such vessels is the date on which the amendment to the contract, is signed between the prospective Owner and the shipbuilder. The amendment to the contract is to be considered as a new contract to which Par 1 to Par 3 above apply.5. <p>If a contract for construction is amended to change the ship type, the date of contract for construction of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.</p>	<p style="text-align: center;">Section 3 Classification Survey during Construction <u>(2022)</u></p> <p>309. Date of contract for construction</p> <ol style="list-style-type: none"> The date of contract for construction of a vessel is the date on which the contract to build the vessel is signed between the prospective Owner and the shipbuilder. This date and the construction numbers(i.e. hull numbers) of all the vessels included in the contract are to be declared to the Society by the party applying for the assignment of class to a newbuilding. The date of contract for construction of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective Owner and the shipbuilder. In application to Par 2, vessels built under a single contract for construction are considered a series of vessels if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided; <ol style="list-style-type: none"> Such alterations do not affect matters related to classification, or If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval. <p>The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.</p> If a contract for construction is later amended to include additional vessels or additional options, the date of contract for construction for such vessels is the date on which the amendment to the contract, is signed between the prospective Owner and the shipbuilder. The amendment to the contract is to be considered as a new contract to which Par 1 to Par 3 above apply.5. <p>If a contract for construction is amended to change the ship type, the date of contract for construction of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.</p>	<p>- Moved to 101. Definitions. So related item was deleted.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1. ~ 5 <omitted></p> <p>6. A tanker means a ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature. <newly added></p> <p>7 ~ 13 <omitted> <newly added></p> <p>14. Excessive Corrosion means corrosion that exceeds the allowable limit, so that steel is to be renewed. <i>(2020)</i></p> <p>15 ~ 45 <omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1. ~ 5 <same as the current Guidances></p> <p>6. A tanker means a ship as constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature. Oil Tankers, Combination Carriers, Chemical Tanker and Liquefied Gas Carriers are included in this category. (2022)</p> <p>7. A general dray cargo ship means carrying soild cargoes. For more details, refer to 1. (1) of 1501. (2022)</p> <p>8. 7. ~ 14. 13. <same as the current Guidances></p> <p>15. 14. Excessive Corrosion means corrosion that exceeds the allowable limit, so that steel is to be renewed. <i>(2020)</i></p> <p>16. 15. ~ 46. 45. <same as the current Guidances></p>	

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

(Part 1 Classification and Surveys)

Sep. 2020



- Main Amendments -

(1) Effective date : 1 July. 2021 (Date of which the application for survey is submitted)

- Adding additional requirements for In-water Survey in lieu of Docking Survey during Special Survey
- Adding “Ice II” & “Remote” Notation(Additional Special Feature Notations)

(2) Effective date : 1 July. 2021 (The contract date for ship construction)

- Follow-up measures for IACS UR Z23(Rev.7 Oct 2020)
 - Cable penetration sealing system passing through watertight bulkheads and decks

(3) Effective date : 1 Aug. 2021 (The contract date for ship construction)

- Revision of the phrase to thoroughly inspect the condition of the ventilation opening in the machinery space

(4) Effective date : 1 January. 2022 (Date of which the application for survey is submitted)

- Revision of the requirements for accreditation of overhaul inspection by C/E

(5) Effective date : 20 Feb. 2022 (Date of which the application for survey is submitted)

- At the request of Survey Team(SUR 3000-100-2022, 17th Jan. 2022)
 - Identifying the need for relaxation of survey scope for passenger ships of age less than 5 years which are to be transferred of Classification.

(6) Effective date : 1 July. 2022 (Date of which the application for survey is submitted)

- Amended the II & III, which is special feature notation of a Chemical Tanker
- Newly provided Oil tank/Liquefied Gas Carrier notation as a ship type
- Supplementary content related to series ships
- **Added new notation for CBM application**
- **Amended requirements for PMS**
 - Revision of parameter requirements applied to condition monitoring and condition-based maintenance
 - Clarify scope of re-commissioning survey

(1) Effective date : 1 July 2021
(Date of which application for survey is submitted)

Present	Amendments	Reason
<p>CHAPTER 2 CLASSIFICATION</p> <p>Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. <omitted></p> <p>403. Requirements of survey (2018)</p> <p>1. ~ 2. <omitted> <newly added></p> <p><u>3.</u> In application to 403. 1 (7) (c) and (d) of the Rules, "deemed/considered necessary by the Surveyor" means the cases as specified in Ch 1, 801. 3 of the Guidance. [See Rule]</p> <p><u>4. ~ 10.</u> <omitted> <herein after, omitted></p>	<p>CHAPTER 2 CLASSIFICATION</p> <p>Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. <same as the current Guidances></p> <p>403. Requirements of survey (2018)</p> <p>1. ~ 2. <same as the current Guidances></p> <p><u>3.</u> In application to 403. 1 (1) of the Rules, in case that all of the following conditions are satisfied, it may be replaced by In-water Survey in lieu of Docking Survey. [See Rules] (2021)</p> <p><u>(1)</u> Approval by the relevant flag state</p> <p><u>(2)</u> In case previous bottom survey between Special Surveys was carried out at dry dock and the next scheduled bottom survey between Special Surveys to be carried out at dry dock.</p> <p><u>(3)</u> Completion of the entire scope of Special Survey including internal examination of spaces, thickness measurement, gauging of chain cables and repairs when defects are found.</p> <p>Note: However, the following ships are to be excluded.</p> <p>1) Ships which Docking Survey is to be carried every year.</p> <p>2) General dry cargo ships, Liquefied gas carriers and ships subject to the enhanced survey programme(ESP)</p> <p>3) Ships subject to Korean Ship Safety Act</p> <p><u>4. 3.</u> In application to 403. 1 (7) (c) and (d) of the Rules, "deemed/considered necessary by the Surveyor" means the cases as specified in Ch 1, 801. 3 of the Guidance. [See Rule]</p> <p><u>5. 4. ~ 11. 10.</u> <same as the current Guidances> <herein after, same as the current Guidances></p>	<p>Identify the necessity of revising the rules to allow In-water Survey in lieu of Docking Survey at Special Survey if the Docking Survey was conducted at the previous Intermediate Survey for General Ships.</p> <p>* In UR Z7, there are no requirements that dry docking is required at Special Survey.</p>

Present	Amendments	Reason																																
<div>Annex 1-1 Character of Classification</div> <div>1. Class Notation</div> <div>1.1 Ship Type and Special Feature Notations</div> <div><omitted></div> <div><div>(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.</div><table><tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr><tr><td colspan="2"><omitted></td></tr><tr><td>IC</td><td>to ships where IC Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.</td></tr><tr><td>ID</td><td>to ships where ID Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.</td></tr><tr><td colspan="2"><newly added></td></tr><tr><td colspan="2"><omitted></td></tr><tr><td>ISPM(0), ISPM(1), ISPM(2), ISPM(3) (2020)</td><td>to ships operating the integrated software process specified in the Guidance for Integrated software Process Management</td></tr><tr><td colspan="2"><newly added></td></tr></table></div>	Additional Special Feature Notations	Relevant Requirements	<omitted>		IC	to ships where IC Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.	ID	to ships where ID Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.	<newly added>		<omitted>		ISPM(0), ISPM(1), ISPM(2), ISPM(3) (2020)	to ships operating the integrated software process specified in the Guidance for Integrated software Process Management	<newly added>		<div>Annex 1-1 Character of Classification</div> <div>1. Class Notation</div> <div>1.1 Ship Type and Special Feature Notations</div> <div><omitted></div> <div><div>(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.</div><table><tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr><tr><td colspan="2"><same as the current Guidances></td></tr><tr><td>IC</td><td>to ships where IC Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.</td></tr><tr><td>ID</td><td>to ships where ID Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.</td></tr><tr><td><u>Ice II (2021)</u></td><td><u>to ships where II Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.</u></td></tr><tr><td colspan="2"><same as the current Guidances></td></tr><tr><td>ISPM(0), ISPM(1), ISPM(2), ISPM(3) (2020)</td><td>to ships operating the integrated software process specified in the Guidance for Integrated software Process Management</td></tr><tr><td><u>Remote (2021)</u></td><td><u>to ships comply with the requirement specified in Ch 4 of the Guidances for Remote Survey</u></td></tr></table></div>	Additional Special Feature Notations	Relevant Requirements	<same as the current Guidances>		IC	to ships where IC Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.	ID	to ships where ID Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.	<u>Ice II (2021)</u>	<u>to ships where II Classification of Ice Strengthening specified in Ch 1 of the Guidance for Ships for Navigation in Ice is applied.</u>	<same as the current Guidances>		ISPM(0), ISPM(1), ISPM(2), ISPM(3) (2020)	to ships operating the integrated software process specified in the Guidance for Integrated software Process Management	<u>Remote (2021)</u>	<u>to ships comply with the requirement specified in Ch 4 of the Guidances for Remote Survey</u>	<div>- Pyeongtaek-Dangjin Branch inquiries KR's equivalent Notation of DNV's Ice(C) notation during TOC.</div> <div>= After review, it is understood that the requirement of Ice(C) is lower than the requirements of the ID, so Ice II notation is newly added.</div> <div>- Remote notation has been newly added in accordance with Guidances for Remote Survey.</div>
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(2) Effective date : 1 July 2021

(The contract date for ship construction)

Present	Amendments	Reason																																
<p>Annex 1-12 Hull Survey for Classification Survey during Construction</p> <p>⟨omitted⟩</p> <p>Appendix 1-12-3 Ship Construction File Form Example Ship Construction File</p> <p>⟨omitted⟩</p> <p>4. Details of equipment forming part of the watertight and weather tight integrity of the ship(e.g. overboard discharges, air pipes, ventilators <u>⟨newly added⟩</u>)</p> <p>List of Drawings or Copies of Certificates</p> <table><tr><th>Serial No.</th><th>DWG/Cert. No.</th><th>Title of DWG/Certificate</th><th>Box No.</th></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr></table> <p>(Note: Details(drawings, copies of certificates, etc.) of the relevant equipments are attached, or kept at specified box)</p> <p><u>⟨newly added⟩</u></p> <p>⟨herein after, omitted⟩</p>	Serial No.	DWG/Cert. No.	Title of DWG/Certificate	Box No.													<p>Annex 1-12 Hull Survey for Classification Survey during Construction</p> <p>⟨same as the current Guidances⟩</p> <p>Appendix 1-12-3 Ship Construction File Form Example Ship Construction File</p> <p>⟨same as the current Guidances⟩</p> <p>4. Details of equipment forming part of the watertight and weather tight integrity of the ship(e.g. overboard discharges, air pipes, ventilators, <u>cable transit sealing systems</u>) <u>(2021)</u></p> <p><u>1)</u> List of Drawings or Copies of Certificates</p> <table><tr><th>Serial No.</th><th>DWG/Cert. No.</th><th>Title of DWG/Certificate</th><th>Box No.</th></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr></table> <p>(Note: Details(drawings, copies of certificates, etc.) of the relevant equipments are attached, or kept at specified box)</p> <p><u>2). A cable transit sealing systems register (refer to Appendix 1-12-5) (2021)</u></p> <p>⟨herein after, same as the current Guidances⟩</p>	Serial No.	DWG/Cert. No.	Title of DWG/Certificate	Box No.													<p>-Follow-up measures related to IACS UR Z23 (Rev. 7 Oct. 2020)</p>
Serial No.	DWG/Cert. No.	Title of DWG/Certificate	Box No.																															
Serial No.	DWG/Cert. No.	Title of DWG/Certificate	Box No.																															

(3) Effective date : 1 August 2021

(Date of which application for survey is submitted)

Present	Amendment	Remark
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 2 Annual Survey</p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. to 2. <omitted></p> <p>3. In application to 202. 2 of the Rules, the following items are to be surveyed. 【See Rule】 (2017)</p> <p>(1) to (5) <omitted></p> <p>(6) Examining the fire-extinguishing and special arrangements in the machinery spaces and confirming, as far as practicable and as appropriate, the operation of the remote means of control provided for the opening and closing of the skylights, the release of smoke, the closure of the funnel and ventilation openings, the closure of power operated and other doors, the stopping of ventilation and boiler forced and induced draft fans and the stopping of oil fuel and other pumps that discharge flammable liquids.</p> <p><omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 2 Annual Survey</p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. to 2. <omitted></p> <p>3. In application to 202. 2 of the Rules, the following items are to be surveyed. 【See Rule】 (2017)</p> <p>(1) to (5) <same as present></p> <p>(6) Examining the fire-extinguishing and special arrangements in the machinery spaces and confirming, as far as practicable and as appropriate, the operation of the remote means of control provided for the opening and closing of the skylights, the release of smoke, the closure of the funnel and ventilation openings <u>(Conducting internal inspection, and if deemed necessary by the Society's Surveyor, an overhaul inspection is to be carried out)</u>, the closure of power operated and other doors, the stopping of ventilation and boiler forced and induced draft fans and the stopping of oil fuel and other pumps that discharge flammable liquids. <u>(2021)</u></p> <p style="text-align: center;"><same as present></p>	<p>(Amendment)</p> <p>- Revision of the phrase to thoroughly inspect the condition of the ventilation opening in the machinery space</p> <p>(Survey Team : SUR3000-1319-2021)</p>

(4) Effective date : 1 January 2022

(Date of which application for survey is submitted)

Present		Reason						
<p align="center">Annex 1-7 Continuous Machinery Survey Procedure (CMS)</p> <p>Table 2 Machinery Permissible for the Chief Engineers Inspection, etc.</p> <table border="1"> <thead> <tr> <th></th><th>Items</th><th>Remarks</th></tr> </thead> <tbody> <tr> <td>Machinery permissible for the Chief Engineers inspection</td><td> 1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears ※ However, for each part of the main internal combustion engine and internal combustion engine to drive main generator among machinery permissible for the Chief Engineer's inspection, open-up survey by the Surveyor for at least one of two CMS cycles is to be carried. </td><td> The Chief Engineer's inspection for auxiliary diesel engines <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-inter-coolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded. </td></tr> </tbody> </table>				Items	Remarks	Machinery permissible for the Chief Engineers inspection	1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears ※ However, for each part of the main internal combustion engine and internal combustion engine to drive main generator among machinery permissible for the Chief Engineer's inspection, open-up survey by the Surveyor for at least one of two CMS cycles is to be carried.	The Chief Engineer's inspection for auxiliary diesel engines <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-inter-coolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded.
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Machinery permissible for the Chief Engineers inspection	1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears ※ However, for each part of the main internal combustion engine and internal combustion engine to drive main generator among machinery permissible for the Chief Engineer's inspection, open-up survey by the Surveyor for at least one of two CMS cycles is to be carried.	The Chief Engineer's inspection for auxiliary diesel engines <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-inter-coolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded. 						

Amendments

Reason

Annex 1–7 Continuous Machinery Survey Procedure (CMS)

Table 2 Machinery Permissible for the Chief Engineers Inspection, etc. *(2022)*

	Items	Remarks
Machinery permissible for the Chief Engineers inspection	<ol style="list-style-type: none"> 1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery <ol style="list-style-type: none"> (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears <p>※ However, for each part of the main internal combustion engine and internal combustion engine to drive main generator among machinery permissible for the Chief Engineer's inspection, open up survey by the Surveyor for at least one of two CMS cycles is to be carried.</p>	<p>The Chief Engineer's inspection for auxiliary diesel engines</p> <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-inter-coolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded.

– Revision of the requirements for accreditation of overhaul inspection by C/E

(5) Effective date : 20th Feb. 2022

(Date of which application for survey is submitted)

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401. Classification Survey after Construction [See Rule]</p> <ol style="list-style-type: none"> For ships intended to register with the Society, where it is deemed necessary to do a preliminary survey, due to the age and status of the ships, the preliminary survey is to be carried out prior to the commencement of the Classification Survey. The Classification Survey shall be carried out based on the results of the preliminary survey. In such case, certain survey items may be specially required by the Society. 〈omitted〉 In application to 401. of the Rules, "as required for the Special Survey" means to carry out the relevant survey of Special Survey including thickness measurements, Docking Survey, Surveys of Propeller Shaft and Stern Tube Shaft, Etc., Boiler Survey of which is to be based on the age and type of the vessel. <u>〈newly added〉</u> <p>〈hereinafter omitted〉</p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401. Classification Survey after Construction [See Rule]</p> <ol style="list-style-type: none"> For ships intended to register with the Society, where it is deemed necessary to do a preliminary survey, due to the age and status of the ships, the preliminary survey is to be carried out prior to the commencement of the Classification Survey. The Classification Survey shall be carried out based on the results of the preliminary survey. In such case, certain survey items may be specially required by the Society. 〈same as the current Guidances〉 In application to 401. of the Rules, "as required for the Special Survey" means to carry out the relevant survey of Special Survey including thickness measurements, Docking Survey, Surveys of Propeller Shaft and Stern Tube Shaft, Etc., Boiler Survey of which is to be based on the age and type of the vessel. <u>However, the following survey may be applied to passenger ships of less than 5 years of age that are to be transferred of classification without alteration or modification from any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS. (2022)</u> <ol style="list-style-type: none"> (1) <u>Dock Survey</u> <u>After reviewing the ship's age, operation history, previous repair history, etc., it may be replaced with In-water Survey in lieu of Docking Survey.</u> (2) <u>Open-up survey of main and auxiliary engines</u> <u>In case the open-up period recommended by the manufacturer is not exceeded after the previous open-up survey, the open-up survey is to be in accordance with Ch. 2, 303. 1.~ 4. of the Rules</u> (3) <u>Survey of Propeller shaft and stern tube shaft</u> <ol style="list-style-type: none"> (A) <u>For oil lubricated shafts or closed loop system fresh water lubricated shafts, the survey is to be carried out in accordance with Ch 2, 702. 2 (2) of the Rules.</u> (B) <u>For open system water lubricated shafts, the survey is to be carried out in accordance with Ch 2, 703. 2 (2) of the Rules.</u> (4) <u>Boiler Survey</u> <u>The survey is to be carried out in accordance with Ch 2, 802. 2 of the Rules.</u> <p>〈hereinafter same as the current Guidances〉</p>	<p>– At the request of Survey Team(SUR 3000-100-2022, 17th Jan. 2022)</p> <p>: Identifying the need for relaxation of survey scope for passenger ships of age less than 5 years which are to be transferred of Classification.</p>

(6) Effective date : 1 July 2022

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>302. Approval of plans 【See Rule】</p> <ol style="list-style-type: none"> 1. 〈omitted〉 2. Omission and addition of plans and documents to be submitted <ol style="list-style-type: none"> (1) Submission of the plans and documents may be omitted in case where a sister ship is intended to be built. Where the omission is desired, the following plans in triplicate are to be submitted, together with a written request format. <u>A sister-ship means a ship intended to be built by the same builder, based on the plans and documents approved for other ships and regarded as the same or similar by the Society.</u> <ol style="list-style-type: none"> (A) General arrangement (B) Midship section (C) Construction profile and deck plans (D) Shell expansion (E) Machinery arrangement of machinery space (F) Shafting arrangement (G) Machinery room piping diagram (H) Electrical power diagram (I) Revised plans for revision of original plans and corresponding original plans (J) Revised plans where applicable requirements of the Rules are changed <p>〈herein after, omitted〉</p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>302. Approval of plans 【See Rule】</p> <ol style="list-style-type: none"> 1. 〈same as the current Guidance〉 2. Omission and addition of plans and documents to be submitted <ol style="list-style-type: none"> (1) Submission of the plans and documents may be omitted in case where a sister ship is intended to be built. Where the omission is desired, the following plans in triplicate are to be submitted, together with a written request format. A sister-ship means a ship intended to be built by the same builder, based on the plans and documents approved for other ships and regarded as the same or similar by the Society. <u>(2022)</u> <ol style="list-style-type: none"> (A) General arrangement (B) Midship section (C) Construction profile and deck plans (D) Shell expansion (E) Machinery arrangement of machinery space (F) Shafting arrangement (G) Machinery room piping diagram (H) Electrical power diagram (I) Revised plans for revision of original plans and corresponding original plans (J) Revised plans where applicable requirements of the Rules are changed <p>〈herein after, same as the current Guidances〉</p>	<p>– Moved to 101. Ch 1 of the Rules</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 10 Occasional Survey</p> <p>1001. Occasional Survey [See Rule]</p> <p>1. Alteration for tank use of cargo hold as deep tank(water or oil)</p> <p>When tank use is to be altered from cargo hold as deep tank to cargo hold, application of the alteration, in written form, is to be submitted by the Owners to the Society. Suction mouths in cargo holds as deep tanks are to be removed, and the end parts of the pipings are to be closed by blind flanges. Upon completion of alteration works and thereafter, tank testings for the altered cargo holds are dispensed with.</p> <p>2. Alteration for tank use of each tank</p> <p>When an alteration of tank use is desired, the Owners should notify the Society that the alteration will be made. The Society will review the recalculation of longitudinal strength and whether or not re-inforcements will be necessary. However, this requirement does not apply to a ship treated according to Pt 3, Ch 3, 101. of the Rules.</p> <p>3. Alteration for loading condition</p> <p>When it is planned that a specialized ship is about to be loaded in an outstandingly different manner(other than that reviewed by the Society at the time of plan approval), the plans showing the calculation of longitudinal strength, shear strength and local strength should be approved by the Society.</p> <p>4. In application to 1001. (1) of the Rules, "main parts of machinery" refer to those which are to be examined at the time of Classification Survey during Construction and the term "deemed necessary by the Surveyor" in (6) of the Rules means the cases as specified in Ch 1, 801. 1 of the Guidance.</p> <p>〈herein after, omitted〉</p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 10 Occasional Survey</p> <p>1001. Occasional Survey <u>(2022)</u> [See Rule]</p> <p>1. Alteration for tank use of cargo hold as deep tank(water or oil)</p> <p>When tank use is to be altered from cargo hold as deep tank to cargo hold, application of the alteration, in written form, is to be submitted by the Owners to the Society. Suction mouths in cargo holds as deep tanks are to be removed, and the end parts of the pipings are to be closed by blind flanges. Upon completion of alteration works and thereafter, tank testings for the altered cargo holds are dispensed with.</p> <p>2. Alteration for tank use of each tank</p> <p>When an alteration of tank use is desired, the Owners should notify the Society that the alteration will be made. The Society will review the recalculation of longitudinal strength and whether or not reinforcements will be necessary. However, this requirement does not apply to a ship treated according to Pt 3, Ch 3, 101. of the Rules.</p> <p>3. Alteration for loading condition</p> <p>When it is planned that a specialized ship is about to be loaded in an outstandingly different manner(other than that reviewed by the Society at the time of plan approval), the plans showing the calculation of longitudinal strength, shear strength and local strength should be approved by the Society.</p> <p>4. In application to 1001. (1) of the Rules, "main parts of machinery" refer to those which are to be examined at the time of Classification Survey during Construction and the term "deemed necessary by the Surveyor" in (6) of the Rules means the cases as specified in Ch 1, 801. 1 of the Guidance.</p> <p>〈herein after, same as the current Guidances〉</p>	<p>– Relevant requirement in the Rule deleted</p>

Present	Amendments	Reason
<p data-bbox="118 284 949 347">Section 19 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p data-bbox="96 387 972 451">1901. Special requirements for ships subject to Korean Ship Safety Act [See Rule]</p> <ol data-bbox="118 499 972 962" style="list-style-type: none"> 1. In application to 301.(Due range of Intermediate Survey) 3 and 401.(Due range of Special Survey) 4 and 5 of the Rules, ships specified in 1901. 3 of the Rules are not to be applied. 2. In application to 303.(Machinery, electrical installations and additional installations of Intermediate Survey) 3 and 502.(Requirement of Special Survey(Machinery, electrical installations and additional installations)) 2, the due date of examinations/overhauling survey for internal combustion engines, which are installed on ships engaged on domestic voyage only, is to be in accordance with the relevant requirements of <i>Korean Ship Safety Act</i>. 3. The Docking Survey for ships operating in the inland waters only is able to be substituted by In-water Survey except when the Docking Survey is to be carried out in conjunction with the Special Survey, but not 3 times continuously in case of passenger ships. <p data-bbox="118 1026 380 1058">〈herein after, omitted〉</p>	<p data-bbox="1014 276 1845 339">Section 19 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p data-bbox="1003 379 1868 443">1901. Special requirements for ships subject to Korean Ship Safety Act (2022) [See Rule]</p> <ol data-bbox="1025 491 1868 954" style="list-style-type: none"> 1. In application to 301.(Due range of Intermediate Survey) 3 and 401.(Due range of Special Survey) 4 and 5 of the Rules, ships specified in 1901. 3 of the Rules are not to be applied. 2. In application to 303.(Machinery, electrical installations and additional installations of Intermediate Survey) 3 and 502.(Requirement of Special Survey(Machinery, electrical installations and additional installations)) 2, the due date of examinations/overhauling survey for internal combustion engines, which are installed on ships engaged on domestic voyage only, is to be in accordance with the relevant requirements of <i>Korean Ship Safety Act</i>. 3. The Docking Survey for ships operating in the inland waters only is able to be substituted by In-water Survey except when the Docking Survey is to be carried out in conjunction with the Special Survey, but not 3 times continuously in case of passenger ships. <p data-bbox="1025 1010 1512 1042">〈herein after, same as the current Rules〉</p>	<p data-bbox="1901 643 2136 715">- Transferred to the Rules. (Deleted)</p>

Present							Reason
Annex 1-1 Character of Classification							
1. Class Notation							
1.1 Ship Type and Special Feature Notations							
Ship Types		Special Feature Notations			Remarks		
⋈							
		A	B	D or P	IMO Code ⁽⁸⁾	⁽⁷⁻¹⁾ : ⋈	
	'ESP' ⁽⁷⁻¹⁾	I	1G	Apparent	(IBC)	⁽⁷⁻²⁾ : This notation shall be appended to vessels carrying only cargoes in bulk, except liquid cargoes specified in Pt 7, Ch 6, Sec 17 of the Rules, classified as pollution category Z, or category Z and OS, which are not subject to IBC code, specified in Pt 7, Ch 6, Sec 18 of the Rules.	
		II	2G	Specific	(BCH)		
		III	1P	Gravity	(BCX)		
		II&III		Name of Chemical when exclusively carried			
3-1. Chemical Tanker (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾						⁽⁸⁾ : As shown in the following: 1) The notation "IBC" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed on or after 1 July, 1986. 2) The notation "BCH" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed before 30 June, 1986 and on or after 12 April, 1972. 3) The notation "BCX" shall be appended to vessels built in compliance with Para. 1.7.3 of BCH code and constructed before 11 April, 1972	
3-2. NLS Tanker		Category Z(18) ⁽⁷⁻²⁾				⋈	
⋈							

Amendments

Reason

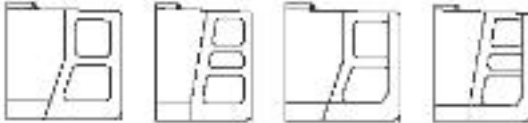
Annex 1-1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations


Ship Types		Special Feature Notations				Remarks
〈omitted〉						
	'ESP' ⁽⁷⁻¹⁾	A	B	D or P	IMO Code ⁽⁸⁾	⁽⁷⁻¹⁾ : 〈same as the current Guidances〉 ⁽⁷⁻²⁾ : This notation shall be appended to vessels carrying only cargoes in bulk, except liquid cargoes specified in Pt 7, Ch 6, Sec 17 of the Rules, classified as pollution category Z, or category Z and OS, which are not subject to IBC code, specified in Pt 7, Ch 6, Sec 18 of the Rules. ⁽⁸⁾ : As shown in the following: 1) The notation "IBC" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed on or after 1 July, 1986. 2) The notation "BCH" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed before 30 June, 1986 and on or after 12 April, 1972. 3) The notation "BCX" shall be appended to vessels built in compliance with Para. 1.7.3 of BCH code and constructed before 11 April, 1972 ⁽⁹⁾ : <u>At the request of the Owner, it may be added if the requirements for Type II and Type III are simultaneously satisfied, for example, in the following cases. (2022)</u> <u>1) Ships with a mixture of Type II and Type III cargo tank layouts</u> <u>2) Among Type II vessels, each tank volume exceeds 3000m3</u>
		I	1G	Apparent	(IBC)	
		II	2G	Specific	(BCH)	
		III	1P	Gravity	(BCX)	
3-1. Chemical Tanker (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾						
3-2. NLS Tanker		Category Z(18) ⁽⁷⁻²⁾				

〈herein after, same as the current Guidances〉

Present			Reason
Ship Types	Special Feature Notations	Remarks	<p>Based on the email inquiry from the Domestic Business Development Team (2021. Jan 22)</p> <p>: Inquiries for notation for of a combined bunkering vessel , LNG (4,000 cbm) + Diesel Oil (600 cbm) as cargoes</p>
<p style="text-align: center;">〈omitted〉</p>			
8-2. Ore/Chemical Carrier 'ESP' ⁽¹⁷⁻²⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (2017)	Special Feature Notations given in row 3 and row 7	<p>⁽¹⁷⁻²⁾ : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of chemical cargoes in centre holds and wing tanks. However, these cargoes are not carried simultaneously. (Typical midship sections are given in Fig 5-2)</p> <div style="text-align: center;">  </div> <p style="text-align: center;">Fig 5-2 Typical midship sections of Ore/Chemical Carrier 'ESP'</p> <p style="text-align: center;">〈newly added〉</p> <p style="text-align: center;">〈herein after, omitted〉</p>	
<p style="text-align: center;">〈herein after, omitted〉</p>			
<p style="text-align: center;">〈herein after, omitted〉</p>			

Amendments

Reason

Ship Types	Special Feature Notations	Remarks
〈same as the current Guidance〉		
8-2. Ore/Chemical Carrier 'ESP' ⁽¹⁷⁻²⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (2017)	Special Feature Notations given in row 3 and row 7	⁽¹⁷⁻²⁾ : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of chemical cargoes in centre holds and wing tanks. However, these cargoes are not carried simultaneously. (Typical midship sections are given in Fig 5-2) <div style="text-align: center;">  </div> <p style="text-align: center;">Fig 5-2 Typical midship sections of Ore/Chemical Carrier 'ESP'</p>
8-3. <u>Oil/Liquefied Gas Carrier (2022)</u> <u>'ESP'</u> ⁽¹⁷⁻³⁾ <u>(Double Hull)</u> <u>(Double Hull)(EXP)</u> <u>(FAC)</u> <u>(FAO)</u> <u>(FBC)</u> <u>(CSR)</u>	Special Feature Notations given in row 1 and row 2-1	⁽¹⁷⁻³⁾ : <u>In case of a combined vessel(double hull oil tanker / liquefied gas carrier) with an independent tank in hull, the independent tank is surveyed according to the requirements of the liquefied gas carrier, and only for the cargo area with integrated tank is surveyed according to the requirements of double hull oil tanker.</u>
〈here in after, same as the current Guidances〉		

Based on the email inquiry from the Domestic Business Development Team (2021. Jan 22)
: Inquiries for notation for of a combined bunkering vessel , LNG (4,000 cbm) + Diesel Oil (600 cbm) as cargoes

Present				Reason
				Based on the email inquiry from the Domestic Business Development Team (2021. Sep. 3) : Inquiries for notation for LNG Bunkering Barge
Ship Types	Special Feature Notations		Remarks	
⋈omitted⋈				
18. Barge (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾	A (Type)	B (Loaded cargo name or additional purpose)	- : Additional notation is not required for barge excluding 3 types of barge below, and for barges with hatch opening on the deck and built to carry cargo in cargo holds. (26) : See special feature for chemical tanker as shown in row 3. <u>⋈Newly added⋈</u> Type A : permanent connection type Type B : removable connection type	
	- Pontoon Integrated Pusher Barge (Type A) (Type B) Hopper(or Dump)	Chemical ⁽²⁶⁾ <u>⋈Newly added⋈</u> Oil Container Sand Crane Pipe-Laying Piling Cable-Laying Salvage Submersible Accommodation Waste Log Heavy Cargo Oil Recovery (GA, GB or GC) ⁽²⁵⁾ Power Plant (2019) Wind Turbine Transportation (2019)		
⋈herein after, omitted⋈				

Amendments				Reason
				Based on the email inquiry from the Domestic Business Development Team (2021. Sep. 3) : Inquiries for notation for LNG Bunkering Barge
Ship Types	Special Feature Notations		Remarks	
〈same as the current Guidances〉				
18. Barge (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾	A (Type)	B (Loaded cargo name or additional purpose)	- : Additional notation is not required for barge excluding 3 types of barge below, and for barges with hatch opening on the deck and built to carry cargo in cargo holds. (26) : See special feature for chemical tanker as shown in row 3. (27) : <u>See special feature for liquefied gas carrier as shown in row 2-1. (2022)</u> Type A : permanent connection type Type B : removable connection type	
	- Pontoon Integrated Pusher Barge (Type A) (Type B) Hopper(or Dump)	Chemical ⁽²⁶⁾ <u>Liqueified Gas⁽²⁷⁾</u> Oil Container Sand Crane Pipe-Laying Piling Cable-Laying Salvage Submersible Accommodation Waste Log Heavy Cargo Oil Recovery (GA, GB or GC) ⁽²⁵⁾ Power Plant (2019) Wind Turbine Transportation (2019)		
〈herein after, same as the current Guidances〉				

Present

Reason

1.2 Additional Installations Notations

The following Additional Installations Notations may be appended to ships complying with the relevant requirements.

Additional Installations Notations		Relevant Requirements
Machinery Items	UMA	to ships where the Operating Systems for Periodically Unattended Machinery Spaces specified in Pt 9, Ch 3 of the Rules are provided onboard.
	UMA1, UMA2, UMA3	to ships where the Automation Equipment specified in Pt 9, Ch 3 of the Rules is provided onboard.
	CMA	to ships where the Centralized Monitoring and Control System for Main Propulsion and Essential Auxiliary Machinery specified in Pt 9, Ch 3 of the Rules is provided onboard.
	PMS	to ships where the Planned Maintenance System specified in Pt 1, Ch 2, 903. of the Rules is applied.
	<i>⟨Newly added⟩</i>	<i>⟨Newly added⟩</i>
	STCM (2017)	to ships where the Stern Tube Condition Monitoring System specified in Ch 2, 701. 3 of Guidance is provided onboard.
	DPS(0), DPS(1), DPS(2), DPS(3)	to ships where the Dynamic Positioning System specified in Pt 9, Ch 4 of the Rules is provided onboard.
	NBS, NBS1, NBS2	to ships where Bridge Layouts and Bridge Working Environments, Navigation Equipments, Accident Prevention Systems and Bridge Work Assist Systems specified in Pt 9, Ch 5 of the Rules are provided.
	HVSC	to ships where the High Voltage Shore Connection Systems specified in Pt 9, Ch 8 of the Rules are provided onboard.
	HVSC-Partial	to ships where a part of high voltage shore connection systems specified in Pt 9, Ch 8 of the Guidance are provided onboard.

Amendments			Reason
<p>1.2 Additional Installations Notations</p> <p>The following Additional Installations Notations may be appended to ships complying with the relevant requirements.</p>			<p>Added new notation for CBM application (MRD4800-225-2021)</p>
Additional Installations Notations		Relevant Requirements	
Machinery Items	UMA	to ships where the Operating Systems for Periodically Unattended Machinery Spaces specified in Pt 9, Ch 3 of the Rules are provided onboard.	
	UMA1, UMA2, UMA3	to ships where the Automation Equipment specified in Pt 9, Ch 3 of the Rules is provided onboard.	
	CMA	to ships where the Centralized Monitoring and Control System for Main Propulsion and Essential Auxiliary Machinery specified in Pt 9, Ch 3 of the Rules is provided onboard.	
	PMS	to ships where the Planned Maintenance System specified in Pt 1, Ch 2, 903. of the Rules is applied.	
	PMS-CBM (2022)	to ships where the Condition Based Maintenance System specified in Pt 1, Ch 2, 903. 3 of the Rules is applied.	
	STCM (2017)	to ships where the Stern Tube Condition Monitoring System specified in Ch 2, 701. 3 of Guidance is provided onboard.	
	DPS(0), DPS(1), DPS(2), DPS(3)	to ships where the Dynamic Positioning System specified in Pt 9, Ch 4 of the Rules is provided onboard.	
	NBS, NBS1, NBS2	to ships where Bridge Layouts and Bridge Working Environments, Navigation Equipments, Accident Prevention Systems and Bridge Work Assist Systems specified in Pt 9, Ch 5 of the Rules are provided.	
	HVSC	to ships where the High Voltage Shore Connection Systems specified in Pt 9, Ch 8 of the Rules are provided onboard.	
	HVSC-Partial	to ships where a part of high voltage shore connection systems specified in Pt 9, Ch 8 of the Guidance are provided onboard.	

Present	Amendments	Reason																																																
<p>Annex 1–3 Example of the Survey Programme and the Survey Planning Questionnaire</p> <p>Table 1 Example of the Survey Programme <omitted></p> <p>7. Survey requirements</p> <p>7.1 Overall Survey</p> <p>This section of the survey programme is to identify and list the spaces that are to undergo an Overall Survey for the ship in accordance with the Rules.</p> <table> <tr> <th>Hold/Tank/Space</th><th>Remarks</th><th><newly added></th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table> <p>7.2 Close-up Survey</p> <p>This section of the survey programme is to identify and list the hull structures that are to undergo a Close-up Survey for the ship in accordance with the Rules.</p> <table> <tr> <th>Hold/Tank/Space</th><th>Areas for Close-up Survey</th><th><newly added></th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	Hold/Tank/Space	Remarks	<newly added>										Hold/Tank/Space	Areas for Close-up Survey	<newly added>										<p>Annex 1–3 Example of the Survey Programme and the Survey Planning Questionnaire</p> <p>Table 1 Example of the Survey Programme <same as the current Guidances></p> <p>7. Survey requirements</p> <p>7.1 Overall Survey <u>(2022)</u></p> <p>This section of the survey programme is to identify and list the spaces that are to undergo an Overall Survey for the ship in accordance with the Rules.</p> <table> <tr> <th>Hold/Tank/Space</th><th>Remarks</th><th><u>Extent of Joint Survey</u></th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table> <p>7.2 Close-up Survey <u>(2022)</u></p> <p>This section of the survey programme is to identify and list the hull structures that are to undergo a Close-up Survey for the ship in accordance with the Rules.</p> <table> <tr> <th>Hold/Tank/Space</th><th>Areas for Close-up Survey</th><th><u>Extent of Joint Survey</u></th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	Hold/Tank/Space	Remarks	<u>Extent of Joint Survey</u>										Hold/Tank/Space	Areas for Close-up Survey	<u>Extent of Joint Survey</u>										<p>– At the request of the Class Register and Record Team (by message on 3 May 2021)</p> <p>– Added Extent of Joint Survey text : In order to comply with the Instruction of Classification Survey</p>
Hold/Tank/Space	Remarks	<newly added>																																																
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Present	Amendments	Reason
<p data-bbox="147 272 956 336">Annex 1-5 Thickness Measurement Method for Hull Structural Members</p> <p data-bbox="125 392 248 416">1. General</p> <p data-bbox="159 432 607 456">(1) Purpose of thickness measurement</p> <p data-bbox="197 464 1010 791">(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.</p> <p data-bbox="197 815 1010 903"><u>(B) Where the ship has been constructed with FRP, aluminum alloy or other anti-corrosion materials, the thickness measurements may be dispensed with.</u></p> <p data-bbox="197 935 421 959">〈hereafter, omitted〉</p>	<p data-bbox="1075 280 1883 344">Annex 1-5 Thickness Measurement Method for Hull Structural Members</p> <p data-bbox="1066 400 1189 424">1. General</p> <p data-bbox="1099 440 1637 464">(1) Purpose of thickness measurement <i>(2022)</i></p> <p data-bbox="1137 472 1921 831">(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.</p> <p data-bbox="1137 855 1921 943">(B) Where the ship has been constructed with FRP, aluminum alloy or other anti-corrosion materials, the thickness measurements may be dispensed with.</p> <p data-bbox="1137 975 1648 999">〈hereafter, same as the current Guidances〉</p>	<p data-bbox="1944 783 2145 847">– Moved to Ch 2 110 of the Rules</p>

Present		Amendments	Reason
Table 9 Additional thickness measurements of the vertically corrugated transverse watertight bulkhead between holds Nos. 1 and 2 <u><newly added></u>		Table 9 Additional thickness measurements of the vertically corrugated transverse watertight bulkhead between holds Nos. 1 and 2 <u>(Only for ships subject to IACS UR S19) (2022)</u>	– Clarify the requirements
Location	Vertically corrugated transverse watertight bulkhead between holds Nos. 1 and 2	Location	
Gauging point	<p>1. The gauging is to be carried out at the levels as described below. To adequately assess the scantlings of each individual vertical corrugation, each corrugation flange, webs, shedder plate and gusset plate within each of the levels given below are to be gauged.</p> <p>(1) Level (A) : Ships without lower stool (See Fig 1)</p> <p>(a) The mid-breadth of the corrugation flanges at approximately 200 mm above the line of shedder plates;</p> <p>(b) The middle of gusset plates between corrugation flanges, where fitted;</p> <p>(c) The middle of the shedder plates;</p> <p>(d) The mid-breadth of the corrugation webs at approximately 200 mm above the line of shedder plates.</p> <p>(2) Level (B) : Ships with lower stool (See Fig 2)</p> <p>(a) The mid-breadth of the corrugation flanges at approximately 200 mm above the line of shedder plates;</p> <p>(b) The middle of gusset plates between corrugation flanges, where fitted;</p> <p>(c) The middle of the shedder plates;</p> <p>(d) The mid-breadth of the corrugation webs at approximately 200 mm above the line of shedder plates.</p> <p>(3) Level (C) : Ships with or without lower stool (See Fig 1 or Fig 2)</p> <p>(a) The mid-breadth of the corrugation flanges and webs at about the mid-height of the corrugation.</p> <p>2. Where the thickness changes within the horizontal levels, the thinner plate is to be gauged.</p>	<p>1. The gauging is to be carried out at the levels as described below. To adequately assess the scantlings of each individual vertical corrugation, each corrugation flange, webs, shedder plate and gusset plate within each of the levels given below are to be gauged.</p> <p>(1) Level (A) : Ships without lower stool (See Fig 1)</p> <p>(a) The mid-breadth of the corrugation flanges at approximately 200 mm above the line of shedder plates;</p> <p>(b) The middle of gusset plates between corrugation flanges, where fitted;</p> <p>(c) The middle of the shedder plates;</p> <p>(d) The mid-breadth of the corrugation webs at approximately 200 mm above the line of shedder plates.</p> <p>(2) Level (B) : Ships with lower stool (See Fig 2)</p> <p>(a) The mid-breadth of the corrugation flanges at approximately 200 mm above the line of shedder plates;</p> <p>(b) The middle of gusset plates between corrugation flanges, where fitted;</p> <p>(c) The middle of the shedder plates;</p> <p>(d) The mid-breadth of the corrugation webs at approximately 200 mm above the line of shedder plates.</p> <p>(3) Level (C) : Ships with or without lower stool (See Fig 1 or Fig 2)</p> <p>(a) The mid-breadth of the corrugation flanges and webs at about the mid-height of the corrugation.</p> <p>2. Where the thickness changes within the horizontal levels, the thinner plate is to be gauged.</p>	

Present		Reason						
<p align="center">Annex 1-7 Continuous Machinery Survey Procedure (CMS)</p> <p>Table 2 Machinery Permissible for the Chief Engineers Inspection, etc.</p> <table border="1"> <thead> <tr> <th></th><th>Items</th><th>Remarks</th></tr> </thead> <tbody> <tr> <td>Machinery permissible for the Chief Engineers inspection</td><td> 1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears (9) <u><Newly added></u> </td><td> The Chief Engineer's inspection for auxiliary diesel engines <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-intercoolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded. </td></tr> </tbody> </table>				Items	Remarks	Machinery permissible for the Chief Engineers inspection	1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears (9) <u><Newly added></u>	The Chief Engineer's inspection for auxiliary diesel engines <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-intercoolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded.
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Amendments

Reason

Annex 1-7 Continuous Machinery Survey Procedure (CMS)

Table 2 Machinery Permissible for the Chief Engineers Inspection, etc.

	Items	Remarks
Machinery permissible for the Chief Engineers inspection	<ol style="list-style-type: none"> 1. Main diesel engine 2. Auxiliary diesel engine(Refer to remarks) 3. Forced draft fans & burning pumps for main boiler 4. Auxiliary machinery <ol style="list-style-type: none"> (1) Air compressor (2) Auxiliary blower (3) Pump (4) Heat exchanger (5) Portable fuel oil tank (6) Fresh water generator (7) Deck machinery (8) Hydraulic pumps of steering gears (9) Exhaust gas emission abatement system(SCR, EGR & EGCS) 	<p>The Chief Engineer's inspection for auxiliary diesel engines</p> <ul style="list-style-type: none"> ● The engine is completely opened up and a careful examination is made on all cylinder units, cylinder liners, cylinder covers, cylinder cover valves, pistons, piston rings, connecting rods and top and lower bearings, piston pins, camshaft driving gears, turbo-chargers, air-intercoolers, crankcase and crankcase doors, engine foundation bolts, and crank case safety valves. ● The top halves of all main bearings are removed and two bottom halves are taken out for examination. ● An examination is made on all crankpins and journals to detect cracks, especially at fillet and areas in the vicinity of oil holes and crank shaft oil grooves. ● Crank web deflections are measured and recorded. ● Wear downs of the cylinder liners are measured and recorded. ● The L.O. cooler attached to the engine, L.O. pumps, cooling water pumps, etc. of direct driven-type are opened up and examined. ● Verify through performance tests that safety devices are in good operating condition. ● The service hours of crank pin bolts are checked and recorded.

- Added items of machinery permissible for the Chief Engineers inspection

Present	Reason
<p data-bbox="80 252 591 280">Table 3 Table for Unified Name of Machinery</p> <p data-bbox="80 327 241 355"><Newly added></p>	

Amendments

Reason

Table 3 Table for Unified Name of Machinery

<u>System</u>	<u>Unified name of machinery to be used in CMS system</u>	<u>Various names of machinery actually used in ships</u>
<u>SCR</u>	<u>SCR Chamber</u>	
	<u>Air Compressor for SCR</u>	
	<u>S.W. Pump for SCR</u>	
	<u>Air Blower for SCR</u>	
<u>EGR</u>	<u>S.W. Pump for EGR</u>	
	<u>EGR Sludge Discharge Pump</u>	
	<u>EGR Sludge Tank</u>	
<u>EGCS</u>	<u>S.W. Pump for EGCS</u>	
	<u>Seal Air Fan for EGCS</u>	
	<u>S.W. Booster Pump for EGCS</u>	
	<u>Scrubber Wash Water Discharge Pump</u>	
	<u>Scrubber Wash Water Sludge Pump</u>	
	<u>Scrubber Wash Water Discharge Tank</u>	
	<u>Scrubber Wash Water Sludge Tank</u>	
	<u>EGCS Scrubber (Body)</u>	
<u>Chemical for SCR, EGR, EGCS</u>	<u>Urea Supply Pump</u>	
	<u>Urea Tank</u>	
	<u>NaOh Dosing Pump</u>	
	<u>NaOh Pump</u>	
	<u>NaOh Tank</u>	
	<u>Chemical Injection Pump</u>	
	<u>Make-up Pump</u>	
	<u>Process Tank</u>	
	<u>Mixing Tank</u>	

- Added items of unified name of machinery to be used in CMS system

Present			Reason
<p align="center">Annex 1-8 Planned Maintenance System Procedure (PMS)</p> <p>Table 2 Machinery with permission of maintenance by the chief engineer in PMS</p>			
System	Machinery with permission of maintenance by the chief engineer under a PMS	Not permission of maintenance by the chief engineer but subject to the attending Surveyor.	
Auxiliary Engines	<p>Auxiliary engines, auxiliary steam turbines and their associated coolers and pumps.</p> <p>– But, where those are used for driving generator, <u>only in case that power can be supplied by at least the other 1 set to essential auxiliaries necessary for propulsion and safety of ship and cooling of refrigerated cargo, in case where any 2 sets do not work(for example; where 1 set is stand-by during the period of 1 set maintenance).</u></p>	<p>Auxiliary internal combustion engines or auxiliary steam turbines driving generators</p> <p>– In case of satisfying conditions in the left column, the chief engineer's maintenance may be permitted.</p>	
Shafting	<p>1. Intermediate shafts and bearings</p> <p>2. Thrust shafts and bearing</p>	<p>1. Reduction/increase gearing</p> <p>2. Flexible couplings and clutches</p>	
Remote Control and Automation System	Records for malfunction, abnormal alarms, etc., are to be made and submitted to the Society.	<p>1. Main engine control system for bridge, centralized or automatic controls</p> <p>2. Requirements for centralized controls or unattended machinery automations</p>	
Others	<p>IGS(scrubber units, blowers, independent gas generating units)</p> <p><u><Newly added></u></p>	IGS(all components for inert gas system except for items covered by the chief engineer's maintenance)	

Amendments			Reason
Annex 1-8 Planned Maintenance System Procedure (PMS)			
Table 2 Machinery with permission of maintenance by the chief engineer in PMS			- Amended requirements for PMS
System	Machinery with permission of maintenance by the chief engineer under a PMS	Not permission of maintenance by the chief engineer but subject to the attending Surveyor.	
Auxiliary Engines	Auxiliary engines, auxiliary steam turbines and their associated coolers and pumps. - But, where those are used for driving generator, it is limited to the case where power can be supplied to the essential auxiliaries necessary for propulsion and safety of ship and cooling of refrigerated cargo by the remaining generator(s) that are not under maintenance even during maintenance of one unit.	Auxiliary internal combustion engines or auxiliary steam turbines driving generators - In case of satisfying conditions in the left column, the chief engineer's maintenance may be permitted.	
Shafting	1. Intermediate shafts and bearings 2. Thrust shafts and bearing	1. Reduction/increase gearing 2. Flexible couplings and clutches	
Remote Control and Automation System	Records for malfunction, abnormal alarms, etc., are to be made and submitted to the Society.	1. Main engine control system for bridge, centralized or automatic controls 2. Requirements for centralized controls or unattended machinery automations	
Others	IGS(scrubber units, blowers, independent gas generating units) <u>Exhaust gas emission abatement system(SCR, EGR & EGCS)</u>	IGS(all components for inert gas system except for items covered by the chief engineer's maintenance)	- Added items of machinery with permission of maintenance by the chief engineer under a PMS

Present	Amendments	Reason
<p style="text-align: center;">Annex 1–8 Planned Maintenance System Procedure(PMS)</p> <p>3. Condition Monitoring(CM) and Condition Based Maintenance(CBM) (2019)</p> <p>(1) ~ (2) <omitted></p> <p>(3) Condition Monitoring(CM)</p> <p>(A) Where an approved condition monitoring system is fitted, credit for survey may be based on acceptable condition monitoring results. The condition monitoring results are to be reviewed during the annual audit.</p> <p>(B) Limiting parameters are to be based on the Original Equipment Manufacturers guidelines (OEM), or a recognised international standard. <u>However, the parameters in Table 3 is to be included.</u></p> <p><omitted></p> <p>(4) Condition Based Maintenance(CBM)</p> <p>(A) Where an owner wishes to base their equipment maintenance on a CBM approach, this is to meet the requirements of the ISM Code.</p> <p>(B) Where an agreed planned maintenance and CBM scheme is in operation, the CMS and other survey intervals may be extended based on OEM maintenance recommendations and acceptable condition monitoring results.</p> <p>(C) Limiting parameters (alarms and warnings) are to be based on the OEM guidelines, or a recognised international standard. <u>However, the parameters in Table 3 is to be included.</u></p> <p><hereinafter, omitted></p>	<p style="text-align: center;">Annex 1–8 Planned Maintenance System Procedure(PMS)</p> <p>3. Condition Monitoring(CM) and Condition Based Maintenance(CBM) (2019)</p> <p>(1) ~ (2) <same as present></p> <p>(3) Condition Monitoring(CM)</p> <p>(A) Where an approved condition monitoring system is fitted, credit for survey may be based on acceptable condition monitoring results. The condition monitoring results are to be reviewed during the annual audit.</p> <p>(B) Limiting parameters are to be based on the Original Equipment Manufacturers guidelines (OEM), or a recognised international standard. <u>The parameters in Table 3 may considered. (2022)</u></p> <p><same as present></p> <p>(4) Condition Based Maintenance(CBM)</p> <p>(A) Where an owner wishes to base their equipment maintenance on a CBM approach, this is to meet the requirements of the ISM Code.</p> <p>(B) Where an agreed planned maintenance and CBM scheme is in operation, the CMS and other survey intervals may be extended based on OEM maintenance recommendations and acceptable condition monitoring results.</p> <p>(C) Limiting parameters (alarms and warnings) are to be based on the OEM guidelines, or a recognised international standard. <u>The parameters in Table 3 may considered. (2022)</u></p> <p><hereinafter, same as present></p>	<p>Revision of parameter requirements applied to condition monitoring and condition-based maintenance</p>

Present	Amendments	Reason
<p>Annex 1–12 Hull Survey for Classification Survey during Construction</p> <p>1. ~ 6. <omitted></p> <p>7. Newbuilding survey planning (1) ~ (5) <omitted></p> <p>(6) In the event of series ship production*, the requirement for a kick off meeting in (1) above may be waived for the second and subsequent ships provided that no changes to the specific activities agreed in the kick off meeting for the first ship are introduced. If any changes are introduced, these are to be agreed in a new dedicated meeting and documented in a record of such meeting.</p> <p><u>* Series Ship: See Ch 1, 309. of the Rules.</u></p> <p><hereafter, omitted></p>	<p>Annex 1–12 Hull Survey for Classification Survey during Construction</p> <p>1. ~ 6. <same as the current Guidances></p> <p>7. Newbuilding survey planning (1) ~ (5) <same as the current Guidances></p> <p>(6) In the event of series ship production*, the requirement for a kick off meeting in (1) above may be waived for the second and subsequent ships provided that no changes to the specific activities agreed in the kick off meeting for the first ship are introduced. If any changes are introduced, these are to be agreed in a new dedicated meeting and documented in a record of such meeting.</p> <p><u>* Series Ship Production:</u> Vessels in the series subsequent to the first one (prototype), sister ships built in the same shipyard. (2022)</p> <p>Series Ship: See Ch 1, 309. of the Rules.</p> <p><hereafter, same as the current Guidances></p>	<p>– Fidelity to the original text</p> <p>(from 7.6 of IACS Z23</p>

Present	Amendments	Reason
<p align="center">Annex 1-16 Procedures for Testing Tanks and Tight Boundaries (2018)</p> <p align="center">PART B – Non-SOLAS Ships and SOLAS Exemption/Equivalent Ships</p> <p>1. GENERAL <omitted></p> <p>2. APPLICATION</p> <p>(1) <omitted></p> <p>(2) 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.</p> <p>(3) <omitted></p> <p>(4) Additional tanks may require structural testing if found necessary after the structural testing of the first tank.</p> <p>(5) Where the structural adequacy of the tanks 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:</p> <p>(A) water-tightness of boundaries of all tanks is verified by leak tests and thorough inspections are carried out.</p> <p>(B) structural testing is carried out for at least one tank of <u>each type</u> among all tanks of each sister vessel.</p> <p><newly added></p> <p><hereafter, omitted></p>	<p align="center">Annex 1-16 Procedures for Testing Tanks and Tight Boundaries (2018)</p> <p align="center">PART B – Non-SOLAS Ships and SOLAS Exemption/Equivalent Ships</p> <p>1. GENERAL <Same as the current Guidances></p> <p>2. APPLICATION</p> <p>(1) <same as the current Guidances></p> <p>(2) 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.</p> <p>(3) <same as the current Guidances></p> <p>(4) Additional tanks may require structural testing if found necessary after the structural testing of the first tank.</p> <p>(5) Where the structural adequacy of the tanks 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:</p> <p>(A) water-tightness of boundaries of all tanks is verified by leak tests and thorough inspections are carried out.</p> <p>(B) structural testing is carried out for at least one tank of “each type” among all tanks of each sister vessel. (2022)</p> <p>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.</p> <p><hereafter, same as the current Guidances></p>	<p>– by the interpretation of IACS Hull Panel</p>

Present	Amendments	Reason
<p data-bbox="136 240 931 312">Annex 1-17 Laid-up and recommissioning of ships (2018)</p> <p data-bbox="389 347 678 384">Section 2 Surveys</p> <p data-bbox="91 408 481 440">202. Re-commissioning survey</p> <p data-bbox="125 459 974 639">1. Owners are to make the necessary arrangements to remove the temporary laid-up installations provided for preservation measures and the protective materials and coatings (oil, grease, inhibitors, desiccants), before the survey is commenced. It is the Owners' responsibility to verify that the ship parts that are not covered by class are reactivated in satisfactory operational condition.</p> <p data-bbox="125 659 974 1007">2. The scope of the re-commissioning survey is to include: (1) a general examination of the hull, deck fittings, safety systems, machinery installations (2) <u>all docking survey, shaft survey, boiler survey, occasional Survey due at the date of re-commissioning or which became overdue during the lay-up period and heaviest kind of periodical surveys in case the more than 2 kinds of periodical survey became overdue. (2022)</u> (3) <u>dealing with the Conditions of Class due at the date of re-commissioning or which became due during the laid-up period. (2022)</u></p> <p data-bbox="125 1043 360 1075">〈hereinafter, omitted〉</p>	<p data-bbox="1037 240 1832 312">Annex 1-17 Laid-up and recommissioning of ships (2018)</p> <p data-bbox="1290 347 1579 384">Section 2 Surveys</p> <p data-bbox="1003 408 1391 440">202. Re-commissioning survey</p> <p data-bbox="1037 459 1870 639">1. Owners are to make the necessary arrangements to remove the temporary laid-up installations provided for preservation measures and the protective materials and coatings (oil, grease, inhibitors, desiccants), before the survey is commenced. It is the Owners' responsibility to verify that the ship parts that are not covered by class are reactivated in satisfactory operational condition.</p> <p data-bbox="1037 659 1870 914">2. The scope of the re-commissioning survey is to include: (1) a general examination of the hull, deck fittings, safety systems, machinery installations (2) <u>all overdue surveys at the date of re-commissioning survey. (where two or more kinds of periodical survey are overdue, only the heavier survey is to be carried out) (2022)</u> (3) <u>dealing with the Conditions of Class overdue at the date of re-commissioning survey. (2022)</u></p> <p data-bbox="1037 954 1379 986">〈hereinafter, same as present〉</p>	<p data-bbox="1901 323 2136 392">Clarify scope of re-commissioning survey</p>

Amendments of the Guidance

Pt.1 Classification and Surveys



2021. 04

Hull Rule Development Team

Pt.1 Classification and Surveys

Present			Amendment			Note
<p style="text-align: center; color: blue;">〈Guidance〉</p> <p style="text-align: center;">〈ANNEX〉</p> <p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation</p> <p>1.1 Ship Type and Special Feature Notations</p>			<p style="text-align: center; color: blue;">〈Guidance〉</p> <p style="text-align: center;">〈ANNEX〉</p> <p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation</p> <p>1.1 Ship Type and Special Feature Notations</p>			
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11. Container Ship ⁽²⁰⁾	LS ⁽²⁰⁻¹⁾ LS(CL) ⁽²⁰⁻²⁾ LS(CL, RS) ⁽²⁰⁻³⁾ LS(CL, RS+) ⁽²⁰⁻⁴⁾	⁽²⁰⁾ : 〈omit〉 ⁽²⁰⁻¹⁾ : 〈omit〉 ⁽²⁰⁻²⁾ : 〈omit〉 ⁽²⁰⁻³⁾ : 〈omit〉 ⁽²⁰⁻⁴⁾ : 〈omit〉	11. Container Ship ⁽²⁰⁾	LS ⁽²⁰⁻¹⁾ LS(CL) ⁽²⁰⁻²⁾ LS(CL, RS) ⁽²⁰⁻³⁾ LS(CL, RS+) ⁽²⁰⁻⁴⁾ <u>LS(CL, RS, HHS or HHT)⁽²⁰⁻⁵⁾</u>	⁽²⁰⁾ : 〈same as current〉 ⁽²⁰⁻¹⁾ : 〈same as current〉 ⁽²⁰⁻²⁾ : 〈same as current〉 ⁽²⁰⁻³⁾ : 〈same as current〉 ⁽²⁰⁻⁴⁾ : 〈same as current〉 ⁽²⁰⁻⁵⁾ : This notation shall be assigned to ships where container securing arrangements are used , and design and construction of the system are in accordance with Ch 3, Sec 25, 2504 or 2505 of the Guidance for Approval of Manufacturing Process and Type Approval, Etc	

Present

Note

〈Guidance〉 – Pt 1

Annex 1–1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations

Ship Types	Special Feature Notations		Remarks
5-1. (2017) Bulk Carrier (Double Skin) ⁽¹¹⁻¹⁾ 'ESP' ⁽¹¹⁻²⁾ 'ESP'(EXP) ⁽¹¹⁻²⁾ (CSR) ⁽¹¹⁻⁴⁾	A		<p>〈omission〉</p> <p>(12) : The additional notation, HC, is normally assigned to a ship with the double bottom structure specially strengthened for the carriage of heavy cargoes having <u>mass density, γ, specified in Pt 3, Ch 7, 101. 7 of the Rules, not less than $1.25(t/m^3)$.</u></p> <p>(13) : The additional notation, HC/E, is normally assigned to a ship intended for the alternate loading, in addition to the requirements specified in ⁽¹²⁾ above.</p>
5-2. (omission)	–	GRAB[X] ^{*4} max cargo den- sity (t/m ³) ^{*5} no MP ^{*6}	
5.3. (omission)	HC ⁽¹²⁾ HC/E ⁽¹³⁾ BC-A*1 BC-B*2 BC-C*3	Holds Nos. ... may be empty ^{*7} Block loading ^{*8}	
6. Cargo Ship (2017)	–		<p>(15-1) : This notation shall be assigned to all self-propelled general dry cargo ships of 500 GT and above carrying solid cargoes and the additional requirements for General Dry Cargo Ship specified in Pt 1, Ch 2, Sec 14 of the Rules are to be applied. However the following ships are to be omitted.</p> <p>〈omission〉</p>
	HC ⁽¹²⁾ General Dry Cargo ⁽¹⁵⁻¹⁾ Wood Chip Carrier ⁽¹⁵⁻²⁾ Cement Carrier ⁽¹⁵⁻³⁾ Livestock Carrier ⁽¹⁵⁻⁴⁾ Deck Cargo Ship ⁽¹⁵⁻⁵⁾ General Dry Cargo(Double Skin) ⁽¹⁵⁻⁶⁾ Liquid Cargo(Category OS only) ⁽¹⁵⁻⁷⁾ Container ⁽¹⁵⁻⁸⁾ (2019)		

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2021

Present	Amendment		Note																
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Present

Amendment

Note

Annex 1-1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations

Ship Types	Special Feature Notations					Remarks
2-1. Liquefied Gas Carrier (2017)	A	B	(C)	D or P	IMO Code ⁽⁵⁾	⁽⁴⁾ : The notation "LPG" shall be assigned to liquefied gas carriers carrying only propane and butane. However, the names of the following cargoes, instead of propane and butane, may be given for vessels carrying cargoes other than propane and butane under the approval of the Society. (Example) : Ammonia, Butadiene, Propylene, VCM, Ethylene Oxide, Ethylene, etc. ⁽⁵⁾ : As shown in the following: 1) The notation "NIGC" shall be appended to vessels in compliance with the requirements given in Pt 7, Ch 5 of the Rules amended after 1 July, 2016. (2021) 2) The notation "IGC" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 5 of the Rules and constructed on or after 1 July, 1986. 3) The notation "GC" shall be appended to vessels built in compliance with the IMO Res.A328(IX). 4) The notation "GCX" shall be appended to vessels built in compliance with the IMO Res.A329(IX). 5) For the ships except the above, additional notation is not assigned.
	1G 2G 2P G 3G	2I 3M 3S 1A 1B 1C	(R) (P) (RP)	<u>Design</u> <u>Pressure</u> Minimum Temperatur e and Specific Gravity(SG)	(NIGC) (IGC) (GC) (GCX)	
	Name of Liquefied Gas when exclusively carried					
	LPG ⁽⁴⁾					

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