



CIRCULAR

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To : All Surveyors and whom it may concern

No : 2023-17-E
Date : 2023. 10. 31

Subject	9.185 Notice for Amendments to the KR Technical Rules - Rule Pt.1, Ch.1, Sec. 9, 901. 6. Force Majeure - Guidance Pt.7 Annex 7-2 Guidance for Container Securing Arrangements
Application	Refer to Effective date for each KR Technical Rules specified in Par.1 and the attachment

1. Please be informed that 2023 Classification Technical Rules have been amended to reflect the Requests for Establishment/Revision of Classification Technical Rules as below, and you are kindly requested to apply these amendments on the relevant works.

Classification Technical Rules	Effective date	Amendments
Rule Pt.1, Ch.1, Sec. 9. 901.6	On or after 1st Nov. 2023 (Date of which the application for survey is submitted)	IACS PR1C (Addendum Rev.8 to PR1C Rev.6 June 2023) ended on 30 Sep. 2023: In case of postponement due to COVID-19, up to maximum three (3) months is deleted from the agreed period (up to maximum three (3) months)
Guidance Pt.7 Annex 7-2 8.	On or after 31st Oct. 2023 (Date of which the application for survey is submitted)	Pt. 7 Annex 7-2. In the guidelines on container securing arrangements, the route reduction factors have been improved to be automatically calculated using software, and the existing coefficient has been reasonably improved.

2. Furthermore, please be informed that these amendments will be included in 2024 or 2025 edition for Rule and Guidance.

Attachments: Circular_ 9.185(K/E) ----- each 1 copy. (The End)

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)



Oct. 2023

- Main Amendments -

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

● IACS PR1C (Addendum Rev.8 to PR1C Rev.6 June 2023) ended on September 30, 2023, reflecting this

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

(1) Effective date : 1st Nov. 2023

(Date of which application for survey is submitted)

Present	Amendments
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p>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 (2020)</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 (up to maximum three (3) months) under the following conditions: (2023)</u></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>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 (2020)</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 (up to maximum three (3) months) under the following conditions: (2023)</u></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>

Amendments of the Guidance

(Circular)

Pt. 7 Ships of Special Services



2023. 10.

Hull Rule Development Team

Background and main contents of the amendments

1. Background of amendments (effective date 2023. 10. 31 the date of which application for survey is submitted)

- (1) In the 'Guidance Pt7 Annex 7-2 Guidance for the Container Securing Arrangements', the route-specific reduction factor considered in the acceleration to determine the load acting on the container has been revised.
The reduction factors for representative routes of container ships are currently presented in Table 8.
As there are frequent requests to specify reduction factors for other routes, SeaTrust LS has been updated to automatically calculate the reduction coefficients for arbitrary routes.
The sample ships were expanded from 14 to 33. Accordingly, there have been some changes in the current reduction factor for each route, and these are reflected.
- (2) Adjustment of the minimum value standard for the hull roll angle (revised the breadth for small ships from 40m to 32.23m and the minimum roll angle for large ships from 18 deg. to 17 deg.)
- (3) Due to the revision, the loads acting on containers have little effect in the case of large ships, but in the case of small ships (width of 40m or less), the loads may be approximately the same or slightly reduced compared to the current level

2. Main Contents: Refer to the amendments

- (1) Modification of route reduction factor f_r , f_p , f_h in Table 8
- (2) Modification of the minimum roll angle θ in Table 6

Current	Amend																																																									
<div>〈Guidance〉 Pt 7</div> <div>Annex 7-2 Guidance for the Container Securing Arrangements</div> <div>8. Determination and application of forces</div> <div>(1) Symbols and definitions 〈omit〉</div> <div>(2) Acceleration of ship motion (2019)</div> <div>(3) ~ (6) 〈omit〉</div> <div>Table 8 Specific sea route reduction factor (2018)</div> <table><tr><th>Route</th><th>f_r</th><th>f_p</th><th>f_h</th></tr><tr><td>Asia-Europe service</td><td>$\underline{-0.0035B+1.015, \max 0.928}$</td><td><u>0.894</u></td><td><u>0.927</u></td></tr><tr><td>Pacific service</td><td>$\underline{-0.0058B+1.159, \max 1.00}$</td><td><u>0.906</u></td><td><u>1</u></td></tr><tr><td>Pacific-Atlantic service</td><td>$\underline{-0.0022B+1.036, \max 0.983}$</td><td><u>0.973</u></td><td><u>0.996</u></td></tr><tr><td>North Sea-Mediterranean Short Sea service</td><td>$\underline{-0.0033B+1.056, \max 0.974}$</td><td><u>0.945</u></td><td><u>0.968</u></td></tr><tr><td>North Atlantic service</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Asia-South America(West Coast)</td><td>$\underline{-0.0035B+1.046, \max 0.959}$</td><td>0.915</td><td>0.991</td></tr><tr><td>South America(East Coast)-Africa</td><td>$\underline{-0.0014B+0.933, \max 0.897}$</td><td>0.867</td><td>0.886</td></tr><tr><td>Africa-East Asia</td><td>$\underline{-0.0005B+0.933, \max 0.921}$</td><td>0.909</td><td>0.898</td></tr><tr><td>Europe(Rotterdam)-Africa</td><td>$-0.0019B+0.985, \max 0.936$</td><td>0.931</td><td>0.931</td></tr><tr><td>Europe(Rotterdam)_South America(Brazil)</td><td>$-0.0019B+1.005, \max 0.957$</td><td>0.956</td><td>0.941</td></tr><tr><td>US(NYC)-South America(Brazil)</td><td>$0.0034B+0.913, \max 0.829$</td><td>0.799</td><td>0.842</td></tr><tr><td>Asia-Middle East Asia</td><td>$-0.0072B+1.14, \max 0.958$</td><td>0.791</td><td>0.885</td></tr><tr><td>Intra Asia</td><td>$-0.0071B+1.107, \max 0.929$</td><td>0.729</td><td>0.891</td></tr></table>		Route	f_r	f_p	f_h	Asia-Europe service	$\underline{-0.0035B+1.015, \max 0.928}$	<u>0.894</u>	<u>0.927</u>	Pacific service	$\underline{-0.0058B+1.159, \max 1.00}$	<u>0.906</u>	<u>1</u>	Pacific-Atlantic service	$\underline{-0.0022B+1.036, \max 0.983}$	<u>0.973</u>	<u>0.996</u>	North Sea-Mediterranean Short Sea service	$\underline{-0.0033B+1.056, \max 0.974}$	<u>0.945</u>	<u>0.968</u>	North Atlantic service	1	1	1	Asia-South America(West Coast)	$\underline{-0.0035B+1.046, \max 0.959}$	0.915	0.991	South America(East Coast)-Africa	$\underline{-0.0014B+0.933, \max 0.897}$	0.867	0.886	Africa-East Asia	$\underline{-0.0005B+0.933, \max 0.921}$	0.909	0.898	Europe(Rotterdam)-Africa	$-0.0019B+0.985, \max 0.936$	0.931	0.931	Europe(Rotterdam)_South America(Brazil)	$-0.0019B+1.005, \max 0.957$	0.956	0.941	US(NYC)-South America(Brazil)	$0.0034B+0.913, \max 0.829$	0.799	0.842	Asia-Middle East Asia	$-0.0072B+1.14, \max 0.958$	0.791	0.885	Intra Asia	$-0.0071B+1.107, \max 0.929$	0.729	0.891	
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Amend

〈Guidance〉 Pt 7

Annex 7-2 Guidance for the Container Securing Arrangements

8. Determination and application of forces

(1) Symbols and definitions 〈same as current〉

(2) Acceleration of ship motion (2023)

(3) ~ (6) 〈same as current〉

Table 8 Specific sea route reduction factor (2023)

Route	f_r	f_p	f_h
Asia-Europe service	<u>$-0.00041B+0.8907$</u>	<u>0.866</u>	<u>0.902</u>
Pacific service	<u>$-0.00146B+0.9709$</u>	<u>0.862</u>	<u>0.996</u>
Pacific-Atlantic service	<u>$-0.00074B+0.9641$</u>	<u>0.915</u>	<u>0.981</u>
North Sea-Mediterranean Short Sea service	<u>$-0.00025B+0.9446$</u>	<u>0.928</u>	<u>0.954</u>
North Atlantic service	1	1	1
Asia-South America(West Coast)	<u>$-0.00090B+0.9452$</u>	<u>0.873</u>	<u>0.970</u>
South America(East Coast)-Africa	<u>$0.00094B+0.8475$</u>	<u>0.831</u>	<u>0.873</u>
Africa-East Asia	<u>$0.00087B+0.9034$</u>	<u>0.875</u>	<u>0.885</u>
Europe(Rotterdam)-Africa	<u>$-0.00009B+0.9118$</u>	<u>0.905</u>	<u>0.914</u>
Europe(Rotterdam)_South America(Brazil)	<u>$-0.00020B+0.9265$</u>	<u>0.916</u>	<u>0.932</u>
US(NYC)-South America(Brazil)	<u>$-0.00062B+0.8084$</u>	<u>0.760</u>	<u>0.826</u>
Asia-Middle East Asia	<u>$-0.0026B+0.8418$</u>	<u>0.628</u>	<u>0.851</u>
Intra Asia	<u>$-0.0024B+0.8508$</u>	<u>0.649</u>	<u>0.865</u>
<u>f_r is not to be less than $-0.0045B+0.9735$ in any route.</u>			

Current			Amend		
Table 6 Ship motions			Table 6 Ship motions (2023)		
Motion	Angle of radian	Periods (sec)	Motion	Angle of radian	Periods (sec)
Roll	$\theta = f_r \frac{9000(1.25 - 0.025 T_\theta)}{(B + 75)\pi}$ <p>but need not exceed 30°(0.524 rad)</p> <ul style="list-style-type: none"> - if $B < 40\text{m}$, not to be taken less than $f_r \times 22^\circ (f_r \times 0.384 \text{rad})$ - if $B \geq 60\text{m}$, not to be taken less than $f_r \times 18^\circ (f_r \times 0.314 \text{rad})$ <p>(If the B is a median value, θ is determined by linear interpolation)</p>	<omit>	Roll	$\theta = f_r \frac{9000(1.25 - 0.025 T_\theta)}{(B + 75)\pi}$ <p>but need not exceed 30°(0.524 rad)</p> <ul style="list-style-type: none"> - if $B < 32.26\text{m}$, not to be taken less than $f_r \times 22^\circ (f_r \times 0.384 \text{rad})$ - if $B \geq 60\text{m}$, not to be taken less than $f_r \times 17^\circ (f_r \times 0.297 \text{rad})$ <p>(If the B is a median value, θ is determined by linear interpolation)</p>	<same as current>
Pitch	$\phi = f_p 1350 L^{-0.94} \left\{ 1.0 + \left(\frac{15}{\sqrt{gL}} \right)^{1.6} \right\}$	<omit>	Pitch	<same as current>	<same as current>
9. <omit>			9. <same as current>		