06-390

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C Hull Construction and Equipment

Rules for the Survey and Construction of Steel Ships
Part C 2007 AMENDMENT NO.1
Guidance for the Survey and Construction of Steel Ships
Part C 2007 AMENDMENT NO.1

Rule No.12 / Notice No.10 1st February 2007
Resolved by Technical Committee on 17th November 2006
Approved by Board of Directors on 19th December 2006

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NIPPON KAIJI KYOKAI

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part C Hull Construction and Equipment

2007 AMENDMENT NO.1

Rule No.12 1st February 2007

Resolved by Technical Committee on 17th November 2006

Approved by Board of Directors on 19th December 2006

Rule No.12 1st February 2007
AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

"Rules for the survey and construction of steel ships" has been partly amended as follows:

Part C HULL CONSTRUCTION AND EQUIPMENT

Chapter 4 SUBDIVISIONS

4.3 Openings

4.3.1 Internal Openings

Sub-paragraph -2 has been amended as follows.

2 The number of internal openings required to be watertight under the requirement of **-1** above is to be minimized, and their closing appliances are to comply with the following **(1)** to **(5)**. Relaxation in the watertightness of openings above the freeboard deck may be considered, where deemed by the Society that the safety of the ship is not impaired.

(1) Closing appliances are to be of ample strength and watertightness for water pressure to the equilibrium/intermediate waterplane.

(2) Closing appliances for internal openings which are used while at sea are to be of sliding watertight doors:
   (a) to be capable of being remotely closed from the bridge;
   (b) to be capable of being opened and closed by hand locally, from both sides of them with the ship listed 30 *degrees* to either side;
   (c) to be provided with position indicators showing whether the doors are open or closed at all operating positions;
   (d) to be provided with an audible alarm which will sound at the door position whenever such a door is remotely closed; and
   (e) the power, control and indicators for which are to be operable in the event of main power failure. Particular attention is to be paid to minimizing the effect of control system failure.

(3) Closing appliances normally closed at sea, are to be of watertight closing appliances:
   (a) to be capable of being opened and closed by hand locally, from both sides of them with the ship listed 30 *degrees* to either side. If hinged, to be of quick acting or single action type;
   (b) to be provided with position indicators showing whether the doors are open or closed on the bridge and at all operating positions. Such indicators are to be operable in the event of main power failure;
   (c) unless provided with means of remote closure, to have notices fixed to both sides of the closing devices stating "To be kept closed at sea"; and
   (d) if being operable remotely, to be in accordance with **(2)(d)** and **(e)** above.

(4) Watertight doors or ramps fitted to internally subdivided cargo spaces are to be

permanently closed at sea, and are:
(a) not to be remotely controlled;
(b) to have notices fixed to both sides of the doors stating “Not to be opened at sea”; and
(c) where accessible during the voyage, to be fitted with a device which prevents unauthorized opening.

(5) Other closing appliances which are kept permanently closed at sea are to comply with **(4)(a)** and **(b)** above.

Sub-paragraph -4 has been added as follows.

4 Closing appliances for the internal openings required to be watertight under the requirement of **-1** above are to comply with the provisions of **13.3**, unless otherwise provided in **-2** above.

4.3.2 External Openings

Sub-paragraph -2 has been amended as follows.

2 The closing appliances for the external openings required to be watertight under the requirements of **-1** above are to be permanently closed at sea, and are to comply with the following **(1)** to **(4)**.

(1) Closing appliances are to be of ample strength and watertightness for water pressure to the equilibrium/intermediate waterplane.

(2) Indicators showing whether the doors are open or closed are to be provided on the bridge. Such indicators are to be operable in the event of main power failure. However, such indicators are not required for cargo hatch covers, fixed side scuttles and bolted manholes.

(3) Closing appliances are to be provided with a notice fixed at their operating positions of closing appliances stating “To be kept closed at sea”. However, such notice is not required for cargo hatch covers, fixed side scuttles and bolted manholes.

(4) Closing appliances for openings in the shell plating accessible during the voyage, are to be fitted with a device which prevents unauthorized opening, except where specially accepted by the Society.

Sub-paragraph -3 has been added as follows.

3 Closing appliances for external openings above the equilibrium/intermediate waterplane but below the bulkhead deck are to be normally closed at sea, and are to comply with the following (1) to (4).

(1) Closing appliances other than those permanently closed at sea are to be capable of being opened and closed by hand locally, from both sides of them with the ship listed 30 *degrees* to either side. If hinged, to be of quick acting or single action type;

(2) Indicators showing whether the doors are open or closed are to be provided on the bridge. Such indicators are to be operable in the event of main power failure. However, such indicators are not required for fixed side scuttles.

(3) Closing appliances are to be provided with a notice fixed at their operating positions of closing appliances stating “To be kept closed at sea”. Closing appliances permanently closed at sea are to be provided with a notice stating “Not to be opened at sea”. However,

such notices are not required for fixed side scuttles.

(4) Closing appliances for openings in the shell plating accessible during the voyage, are to be fitted with a device which prevents unauthorized opening, except where specially accepted by the Society.

Chapter 13 WATERTIGHT BULKHEADS

13.3 Watertight Doors

13.3.1 General

Existing paragraph has been replaced with the followings.

1 All openings in the watertight bulkheads and the part of the deck which forms the step of the bulkheads are to be closed by watertight closing appliances (hereinafter, referred to as "watertight doors" in this chapter) in accordance with the requirements in **13.3.2** to **13.3.5**.

2 Watertight doors as specified in **-1** above are to be normally closed at sea, except where deemed as necessary for the ship's operation by the Society. Watertight doors or ramps fitted to internally subdivided cargo spaces are to be permanently closed at sea.

13.3.2 Types of Watertight Doors

Sub-paragraphs -2 and -3 have been amended as follows.

2 Notwithstanding the provisions in **-1** above, watertight doors provided at small access openings, which are approved by the Society, may be of hinged type or rolling type, except where the doors are required to be capable of being operated remotely by the provisions of **13.3.4-2**.

3 Notwithstanding the provisions in **-1** above, watertight doors or ramps fitted to internally subdivided cargo spaces may be of a type other than sliding type.

13.3.4 Control

Sub-paragraph -3 has been deleted, and then sub-paragraph -4 has been renumbered to -3.

13.3.5 Indication

Sub-paragraph -1 has been amended as follows.

1 Watertight doors, except those permanently closed at sea, are to be provided with position indicators showing whether the doors are open or closed on the bridge and at all operating

positions.

13.3.6 Alarms

Existing text has been amended as follows.

Watertight doors which are capable of being remotely closed are to be provided with an audible alarm which will sound at the door position whenever such a door is remotely closed.

13.3.8 Notices

Sub-paragraph -2 has been amended as follows.

2 Watertight doors which are to be permanently closed at sea are to have notices fixed to both sides stating “Not to be opened at sea”. Such doors which are accessible during the voyage are to be fitted with a device which prevents unauthorized opening.

Chapter 19 DECKHOUSES

19.2 Construction

The title of paragraph 19.2.4 has been amended as follows.

19.2.4 Reinforcement of construction under deckhouses

Sub-paragraph -1 has been amended as follows.

1 Where deckhouses are arranged just above transverse or longitudinal bulkheads, special considerations are to be given to the connections between deckhouses and deck structure not to have discontinuity of them as far as practicable.

Sub-paragraph -4 has been added as follows.

4 The connections between deckhouses supporting crane post and deck structure are to be of appropriate construction such that beams or longitudinal members are arranged beneath surrounding wall of deckhouses, etc. to avoid stress concentration.

Chapter 20 HATCHWAYS, MACHINERY SPACE OPENINGS AND OTHER DECK OPENINGS

20.1 General

Paragraph 20.1.3 has been newly added as follows.

20.1.3 Renewal thickness of steel hatchway covers and hatchway coamings for ships in operation

Structural drawings for hatch covers and hatch coamings complying with the requirement of **20.2** are to indicate the renewal thickness ($t_{renewal}$) for each structural elements, given by the following formula in addition to the as built thickness ($t_{as\text{-}built}$). If the thickness for voluntary addition is included in the as built thicknesses, the value may be at the discretion of the Society.

$t_{renewal}=t_{as\text{-}built} - t_c + 0.5$ (*mm*)

t_c: Corrosion additions specified in **Table C20.1 and 20.2.3 -1**

In case that corrosion addition t_c is 1.0 (*mm*), renewal thickness may be given by the formula of $t_{renewal} = t_{as\text{-}built} - t_c$ (*mm*)

Chapter 31A ADDITIONAL REQUIREMENTS FOR NEW BULK CARRIERS

31A.3 Transverse Watertight Bulkhead in Cargo Hold

Paragraph 31A.3.6 has been newly added as follows.

31A.3.6 Renewal thickness for ship in operation

Structural drawings for corrugated bulkhead complying with the requirement of **31A.3.4** are to indicate the renewal thickness ($t_{renewal}$) for each structural elements, given by the following formula in addition to the as built thickness ($t_{as\text{-}built}$). If the thickness for voluntary addition is included in the as built thicknesses, the value may be at the discretion of the Society.

$t_{renewal} = t_{as\text{-}built} - 3.0$ (*mm*)

Chapter 33 DAMAGE CONTROL FOR DRY CARGO VESSELS

33.2 Damage Control

33.2.1 Watertight Doors

Sub-paragraph -1 has been amended as follows.

1 Watertight doors in watertight bulkhead, except those permanently closed at sea, are to be provided with position indicators showing whether the doors are open or closed on the bridge and at all operating positions.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2007.

2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships other than ships for which the application for Classification Survey during Construction is submitted to the Society on and after the effective date.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE

Part C Hull Construction and Equipment

2007 AMENDMENT NO.1

Notice No.10 1st February 2007

Resolved by Technical Committee on 17th November 2006

Notice No.10 1st February 2007
AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

"Guidance for the survey and construction of steel ships" has been partly amended as follows:

Part C HULL CONSTRUCTION AND EQUIPMENT

Amendment 1-1

C35 MEANS OF ACCESS

C35.2 Special Requirements for Oil Tankers and Bulk Carriers

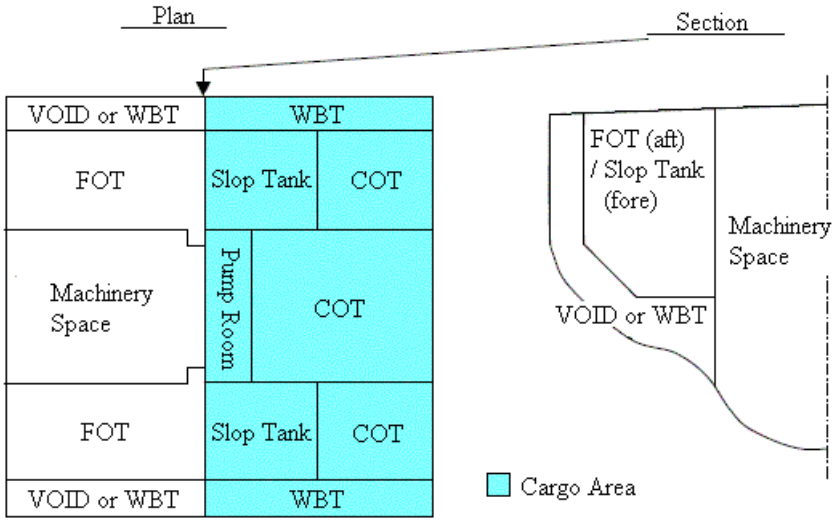
C35.2.2 General

Sub-paragraph -2(9)(a) has been amended as follows.

(a) for oil tankers, area as defined in **2.1.35**, **Part A** of the Rules but excluding deck areas. However, spaces protecting an oil fuel tank(s) in the machinery space as shown in **Fig. C35.2.2** need not to apply to the provisions of **35.2, Part C of the Rules**, even though they have a cruciform contact with the cargo oil tank or slop tank; or

Fig. C35.2.2 has been added as follows.

Fig. C35.2.2



EFFECTIVE DATE AND APPLICATION(Amendment 1-1)

1. The effective date of the amendments is 1 February 2007

Amendment 1-2

C4 SUBDIVISIONS

C4.3 Openings

C4.3.1 Internal Openings

Existing text has been numbered to sub-paragraph -1, and then sub-paragraphs -2 to -5 have been added as follows.

2 With respect to the provisions of **4.3.1-2, Part C of the Rules**, watertight closing appliances are categorized as the following **(1)** to **(3)** corresponding to their purpose and frequency of use.
- (1) Watertight closing appliances which are to be Permanently Closed at Sea:
  Such appliances are open in port and closed before the ship leaves port. The time of opening/closing such doors is to be recorded in the log-book.
- (2) Watertight closing appliances which are to be Normally Closed at Sea:
  Such appliances are kept closed at sea but may be used if authorized by the officer of the watch and to be closed again after use.
- (3) Watertight closing appliances which are Used at Sea:
  Such appliances are used regularly and may be left open provided they are ready to be immediately closed.

3 General requirements of **4.3.1-2, Part C of the Rules** are shown in **Table C4.3.1**.

4 Details of functions, specifications, etc. for the power, controls, indicators, alarms, notices for the watertight closing appliances are to be in accordance with **13.3, Part C of the Rules**.

5 With respect to the provisions of **4.3.1-2, Part C of the Rules**, watertight closing appliances above the bulkhead deck are also to comply with the requirements for doors provided for means of escape specified in **Chapter 13, Part R of the Rules**.

C4.3.2 External Openings

Sub-paragraph -1 has been amended as follows.

1 General requirements of **4.3.2, Part C of the Rules** are show in **Table C4.3.1**.

Sub-paragraph -2 has been renumbered to -3, and sub-paragraph -2 has been added as follows.

2 Details of indicators for the watertight closing appliances are to be in accordance with **13.3.5, Part C of the Rules**.

Table C4.3.1 has been added as follows.

Table C4.3.1 Requirements for Closing Devices for Internal/External Openings

	Position relative to equilibrium or intermediate waterplane	Frequency of use (See **C4.3.1-2**)	Type of closing appliances	Remote controls	Control in listed conditions	Open/close indications	Audible alarms	Notices	Devices to prevent opening	Reference regulation in **Part C of the Rules**
Internal openings	At or below	Used	POS	Required	Required	All operating positions (incl. bridge)	Required	Not Required	Not required	**4.3.1-2(2)**
		Norm. closed	S or H	Not required*2	Required	Bridge & all operating positions	NA*3	Required *4,6	Not required	**4.3.1-2(3)**
		Perm. closed (cargo spaces)	S or H	Prohibited	Not required	Not required	NA	Required *5	Required *7	**4.3.1-2(4)**
		Perm. closed (others)	S or H	Prohibited	Not required	Not required	NA	Required *5	Required *7	**4.3.1-2(5)**
External openings	At or below	Perm. closed	S or H	Not required	Not required	Bridge	NA*3	Required *5	Required *7	**4.3.2-2**
	Above *1	Perm. closed	S or H	Not required	Not required	Bridge	NA*3	Required *5	Required *7	**4.3.2-3**
		Norm. closed	S or H*2	Not required	Required	Bridge	NA*3	Required *4	Required *7	**4.3.2-3**

(Notes)

POS : Power operated, sliding or rolling

S : Sliding or rolling

H : Hinged

*1 : Subject to the application in **4.3.2-3, Part C of the Rules**

*2 : If hinged, this door is to be of quick acting or single action type

*3 : If remotely operated, this door is to be provided with an audible alarm

*4 : “Kept closed at sea”

*5 : “Not to be opened at sea”

*6 : If provided with means of remote closure, notices might not be required

*7 : Applicable only to closing appliances accessible during the voyage

C10 BEAMS

C10.9 Beams on Deck Loaded by Wheeled Vehicles

C10.9.1 Section Modulus of Beams

Sub-paragraph -1 has been amended as follows.

1 The section modulus of beams of decks loaded with wheeled vehicles (hereinafter referred to as "car decks") is not to be less than that obtained from the following formula. In case that span length or moment of inertia is changed along the continuous beam, the scantling of beams is to be determined by the direct strength calculation specified in **10.9.1-2**:

$C_1 C_2 M \quad (cm^3)$

where:

C_1: Coefficient determined as follows:

C_1: 1.0 for $b/S \leq 0.8$

C_1: $1.25\text{-}0.31\, b/S$ for $b/S > 0.8$

where:

S: Beam spacing (m)

b: Length of wheel print measured at right angle to beams (m) (*See* **Fig. C10.9.1-1**)

For vehicles with ordinary pneumatic tires, values in **Table C10.9.1-1** may be used.

C_2: Coefficient determined from **Table C10.9.1-2**

M: M_1, M_2 and M_{3j} obtained from the following formulae, whichever is the greatest ($kN \cdot m$):

$$M_1 = \frac{1}{15}\left[\sum_{i=1}^{N_I} 4P_{Ii}\alpha_{Ii}\left\{1-\left(\frac{\alpha_{Ii}}{l}\right)^2\right\} + \sum_{j=1}^{N_{II}} P_{IIj}\alpha_{IIj}\left(1-\frac{\alpha_{IIj}}{l}\right)\left(7-5\frac{\alpha_{IIj}}{l}\right) - \sum_{k=1}^{N_{III}} P_{IIIk}\left(l-\alpha_{IIIk}\right)\left\{1-\left(\frac{l-\alpha_{IIIk}}{l}\right)^2\right\}\right]$$

$$M_2 = \frac{1}{15}\left[-\sum_{i=1}^{N_I} P_{Ii}\alpha_{Ii}\left\{1-\left(\frac{\alpha_{Ii}}{l}\right)^2\right\} + \sum_{j=1}^{N_{II}} P_{IIj}\alpha_{IIj}\left(1-\frac{\alpha_{IIj}}{l}\right)\left(2+5\frac{\alpha_{IIj}}{l}\right) + \sum_{k=1}^{N_{III}} 4P_{IIIk}\left(l-\alpha_{IIIk}\right)\left\{1-\left(\frac{l-\alpha_{IIIk}}{l}\right)^2\right\}\right]$$

$$M_{3j} = \left| R_{II}\alpha_{IIj} - \sum_{r=0}^{j-1} P_{IIr}\left(\alpha_{IIj}-\alpha_{IIr}\right) - \left(\frac{M_2-M_1}{l}\right)\alpha_{IIj} - M_1 \right|$$

where:

$P_{II0} = 0, \quad \alpha_{II0} = 0$

l: Span of beam between support points (m)

P_{Ii}, P_{IIj} and P_{IIIk}: Maximum design wheel load between support points (kN). Where the maximum design wheel loads between support points are given in tons, the values of P_{Ii}, P_{IIj} and P_{IIIk} should be multiplied by 9.81 to convert them in kN. Subscript "I_i" means the ith load point from left end of the Ith beam. Subscript "II_j (or II_r)" means the jth (or rth) load point from left end of the IIth beam. Subscript "III_k" means the kth load point from left end of the IIIth beam. (*See* **Fig. C10.9.1-2**)

$\alpha_{Ii}, \alpha_{IIj}$ and α_{IIIk}: Distance from each support point to the point of action of wheel load (*See* **Fig. C10.9.1-2**), when wheels are so arranged that M may be at

its maximum value (m)

N_I, N_{II} and N_{III} : Number of wheel loads between each span

R_{II} : The value obtained from following the formula

$$R_{II} = \frac{1}{l}\sum_{j=1}^{N_{II}} P_{IIj}\left(l - \alpha_{IIj}\right)$$

Fig.C10.9.1-2 has been amended as follows:

Fig. C10.9.1-2 Measurement of P_{Ii}, α_{Ii}, l etc.

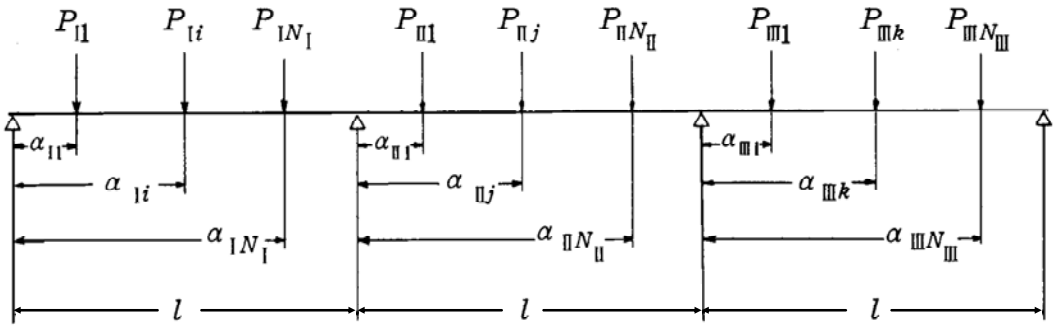


Table C10.9.1-2 has been amended as follows:

TableC10.9.1-2. Value of C_2

		Vehicles exclusively used for cargo handing	Other vehicles
Longitudinal beams of strength decks in mid ship region	Decks where vehicles are exclusively loaded (except weather deck)	$\frac{5.6K}{1-0.34 f_{DH} K}$	$\frac{7.0K}{1-0.64 f_{DH} K}$
	Elsewhere	$\frac{6.1K}{1-0.34 f_{DH} K}$	$\frac{7.7K}{1-0.64 f_{DH} K}$
Elsewhere	Decks where vehicles are exclusively loaded (except weather deck)	$5.6K$	$7.0K$
	Elsewhere	$6.1K$	$7.7K$

Note:

f_{DH} : Ratio of the section modulus of transverse section of hull at deck according to the requirements in **Chapter 15, Part C of the Rules** when mild steel is used to the actual section modulus of hull at strength deck. In case where the ratio is less than $0.79/K$, f_{DH} is to be assumed as $0.79/K$

K: Coefficient corresponding to the material, as specified in **1.1.7-2, Part C of the Rules**

Sub-paragraph -2(3) and (4) have been amended as follows.

(3) The allowable stresses for calculation of section modulus are to be as shown in **Table C10.9.1-3**.

(4) Considering corrosion, etc., the section moduli obtained on the basis of conditions **(1)**,

(2) and **(3)** above are to be multiplied by 1.1 for the decks where vehicles are exclusively loaded except for weather deck and 1.2 for the other decks to determine the actual section modulus.

Table C10.9.1-3 has been amended as follows:

Table C10.9.1-3 Permissible Stress (N/mm^2)

Members	Vehicles used for cargo handling only	Other vehicles
Longitudinal beams of strength decks in midship region	$\frac{235}{K} - 80 f_{DH}$	$\frac{235}{K} - 150 f_{DH}$
Elsewhere	$\frac{235}{K}$	$\frac{235}{K}$

C13 WATERTIGHT BULKHEADS

C13.3 Watertight Doors

C13.3.1 General

Sub-paragraph -1(4) has been amended as follows.

(4) Watertight Doors which are Used at Sea:
Such doors are used regularly and may be left open provided they are ready to be immediately closed.

Sub-paragraph -2 has been amended as follows.

2 The requirements of **13.3, Part C of the Rules** apply to watertight doors required by other regulations regarding damage stability requirements. Watertight doors located above the bulkhead deck are to also comply with the requirements for doors provided for means of escape specified in the **Chapter 13, Part R of the Rules**.

C13.3.4 Control

Main text of sub-paragraph -2(1) has been amended as follows.

(1) The operating console at the navigation bridge is to have a “master mode” switch with following two modes of control. (This switch is normally to be in the “local control” mode. The “doors closed” mode is only used in an emergency or for testing purposes.) Special consideration is to be given to the reliability of the “master mode” switch.

C13.3.5 Indication

Sub-paragraph -4 has been amended as follows.

4 An indication required by **13.3.5-2, Part C of the Rules** is to be placed locally showing that the door is in the "door closed" mode specified in **C13.3.4-2(1)(b)** (*i.e.* red light).

C13.3.8 Notices

Existing text has been amended as follows.

Locking device for closing apparatus themselves or a box of operation device with the key is acceptable as "a device which prevents unauthorized opening" required in **13.3.8-2, Part C of the Rules**.

C33 DAMAGE CONTROL FOR DRY CARGO VESSELS

C33.2 Damage Control

C33.2.1 Watertight Door

Sub-paragraph -1 has been amended as follows.

1 In applying the requirement of **33.2.1 Part C of the Rules**, watertight doors need not to be provided with the position indicators at their operating positions where the door position whether the door is open or closed can be confirmed at the operating position.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2007.

2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships other than ships for which the application for Classification Survey during Construction is submitted to the Society on and after the effective date.

Amendment 1-3

C20 HATCHWAYS, MACHINERY SPACE OPENINGS AND OTHER DECK OPENINGS

C20.2 Hatchways

C20.2.10 Additional Requirements for Small Hatches Fitted on Exposed Fore Deck

Sub-paragraph -1(3) has been amended as follows.

(3) Notwithstanding the provisions of **(1)** above, hatches designed for emergency escape need not comply with the requirements of **-3(1)(a)**, **(b)**, **-4(3)** and **-5**.

Sub-paragraph -1(4) has been added as follows.

(4) Securing device of hatches for emergency escape are to be of a quick-acting type (e.g., one action wheel handles are provided as central locking devices for latching/unlatching of hatch cover) operable from both sides of the hatch cover.

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 July 2007

2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.

* "contract for construction" is defined in IACS Procedural Requirement (PR) No.29 (Rev.3).

IACS PR No.29 (Rev.3)

Unless specified otherwise:

1. The date of "contract for construction" of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.

2. The date of "contract for construction" of a series of sister vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, a "series of sister vessels" is a series of vessels built to the same approved plans for classification purposes, under a single contract for construction. The optional vessels will be considered part of the same series of sister vessels if the option is exercised not later than 1 year after the contract to build the series was signed.

3. If a contract for construction is later amended to include additional vessels or additional options, the date of "contract for construction" for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a "new contract" to which **1.** and **2.** above apply.

4. If a contract for construction is amended to change the ship type, the date of "contract for construction" of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships "contracted for construction" on or after 1 January 2005.
3. Sister vessels may have minor design alterations provided such alterations do not affect matters related to classification.
4. Revision 2 of this Procedural Requirement is effective for ships "contracted for construction" on or after 1 April 2006.
5. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.