

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 CS HULL CONSTRUCTION AND EQUIPMENT OF SMALL SHIPS

Chapter 18 SUPERSTRUCTURES AND DECKHOUSES

18.3 Closing Means for Access Openings

18.3.1 Closing Means for Access Openings

Sub-paragraph -2(1) has been amended as follows.

- 1 The doors to be provided on the access openings in the end bulkheads of enclosed superstructures and deckhouses protecting companion ways giving access to the spaces under the freeboard deck or the spaces in the enclosed superstructures are to be in accordance with the requirements in (1) through (5) :
 - (1) The doors are to be made of steel or other equivalent materials and to be permanently and rigidly fitted up to the bulkheads.
 - (2) The doors are to be rigidly constructed, to be of equivalent strength to that of intact bulkhead and to be weathertight when closed.
 - (3) The means for securing weathertightness are to consist of gaskets and clamping devices or other equivalent devices and to be permanently fitted up to the bulkhead or the door itself.
 - (4) The doors are to be operated from the both sides of the bulkheads.
 - (5) Hinged doors are, as a rule, to open outward.
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 - (1) The height of sills of access openings specified in -1 is not to be less than 380 mm above the upper surface of the deck. For sills protecting access openings to spaces below the freeboard deck, the height is to comply with the provisions of 19.4.2. However, except where higher sills may be required when deemed necessary by the Society.
 - (2) In principle, portable sills are not permitted.
- 3 Openings in the top of a deckhouse on a raised quarterdeck or superstructure of less than standard height, having a height equal to or greater than the standard quarterdeck height, are to be provided with an acceptable means of closing but need not be protected by an efficient deckhouse or companionway, provided that the height of the deckhouse is at least the standard height of a superstructure. Openings in the top of the deckhouse on a deckhouse of less than a standard superstructure height may be treated in a similar manner.

Chapter 19 HATCHWAYS, MACHINERY SPACE OPENINGS AND OTHER DECK OPENINGS

19.4 Companion-ways and Other Deck Openings

19.4.2 Companion-ways

Sub-paragraphs -4 to -6 have been amended as follows.

- 1 Access openings in the freeboard deck are to be protected by enclosed superstructures, or by deckhouses or companionways of equivalent strength and weathertightness.
- 2 Access openings in exposed superstructure decks or in the top of deckhouses on the freeboard deck which give access to a space below the freeboard deck or a space within an enclosed superstructure are to be protected by efficient deckhouses or companionways.
- 3 Doorways in deckhouse or companionways such as specified in **-1** and **-2** are to be provided with doors complying with the requirements in **18.3.1-1**.
- 4 The sills of doorways in companionways specified in **-1** to **-3** are not to be less than 600 *mm* in height above the upper surface of the deck in Position I and 380 *mm* in Position II.
- 5 For deckhouses or superstructures which protect access openings to spaces below the freeboard deck ~~Where access is not provided from above~~, the height of ~~the sills to~~ of doorways in deckhouses on the freeboard deck are not to be less than 600 *mm*. However, where access is provided from the deck above as an alternative to access from the freeboard deck, the height of sills into a bridge or poop or deckhouses may be reduced to 380 *mm*.
- 6 Where the closing appliances of access openings in superstructures and deckhouses are not which protect access openings to spaces below the freeboard deck do not have closing appliances in accordance with the requirements of **18.3.1-1**, ~~interior deck openings~~ the openings to spaces below the freeboard deck are to be considered exposed.

Chapter 21 BULWARKS, GUARDRAILS, FREEING ARRANGEMENTS, CARGO PORTS AND OTHER SIMILAR OPENINGS, SIDE SCUTTLES, RECTANGULAR WINDOWS, VENTILATORS AND GANGWAYS

21.4 Side Shell Doors and Stern Doors

21.4.2 Arrangement of Doors

Sub-paragraph -3 has been amended as follows.

- 1 Doors are to be made weathertight.
- 2 Where the lower edges of any openings of the doors are situated below the freeboard deck, the doors are to be watertight.
- 3 Notwithstanding the requirements in -2, the lower edges of the doors are not to be below a line drawn parallel to the freeboard deck at side, which has at its lowest point at least 230 mm above the upper edge of the uppermost load line ~~in any case, unless the implementation of additional measures for ensuring watertightness such as the following (1) to (4).~~
 - (1) A second door of equivalent strength and watertightness is to be fitted inside the watertight door
 - (2) A leakage detection device is provided in the compartment between the two doors
 - (3) Drainage of this compartment to the bilges is controlled by a readily accessible screw-down valve
 - (4) The outer door opens outwards
- 4 The number of door openings is to be kept to the minimum compatible with design and proper operation of the ship.
- 5 Doors are in principle to open outwards.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 October 2007.
2. Notwithstanding the amendments to the Rules, 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.4).

IACS PR No.29 (Rev.4)

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 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, 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:
 - (1) such alterations do not affect matters related to classification, or
 - (2) 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.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.
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. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.