

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

2015 AMENDMENT NO.1

Guidance for the Survey and Construction of Steel Ships

Part C

2015 AMENDMENT NO.1

Rule No.16 / Notice No.13 27th February 2015

Resolved by Technical Committee on 2nd February 2015

Approved by Board of Directors on 23rd February 2015

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NIPPON KAIJI KYOKAI

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C

Hull Construction and Equipment

RULES

2015 AMENDMENT NO.1

Rule No.16 27th February 2015

Resolved by Technical Committee on 2nd February 2015

Approved by Board of Directors on 23rd February 2015

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

Part C HULL CONSTRUCTION AND EQUIPMENT

Chapter 20 HATCHWAYS, MACHINERY SPACE OPENINGS AND OTHER DECK OPENINGS

20.2 Hatchways

20.2.1 Application

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

2 Notwithstanding the provisions in this paragraph, the construction and means for closing of cargo and other hatchways of bulk carriers defined in **1.3.1(13), Part B of the Rules** and ships intended to be registered as “bulk carriers” in accordance with **C31.1.1-1, Part C of the Guidance** are to comply with the relevant requirements in ~~Part CSR-B of the Rules~~ **Part CSR-B&T**.

3 When the requirements for hatchways in ~~Part CSR-B of the Rules~~ **Part CSR-B&T** apply to the hatchways of ships which are not subject to the application of ~~Part CSR-B of the Rules~~ **Part CSR-B&T**, the corrosion additions for hatch coamings may be taken as 1.5mm.

Chapter 27 EQUIPMENT

27.2 Towing and Mooring Fittings

27.2.2 Towing Fittings

Sub-paragraph -5 has been amended as follows.

5 Corrosion Addition of Supporting Structures

The corrosion addition of supporting structures is not to be less than the following values:

- ~~(1) For bulk carriers specified in **1.1.2-1, Part A** of the Rules, the corrosion addition specified in **Chapter 3 Section 3, Part CSR-B** of the Rules~~
- ~~(2) For double hull oil tankers specified in **1.1.2-2, Part A** of the Rules, the corrosion addition specified in **Section 6/3, Part CSR-T** of the Rules~~
- (1) For bulk carriers and double hull oil tankers specified in **1.1.2-4, Part A**, the corrosion addition specified in **Section 3, Chapter 3, Part 1 of Part CSR-B&T**
- (2) For other ships, the value will be considered by the Society, but is not to be less than *2mm*

27.2.3 Mooring Fittings

Sub-paragraph -5 has been amended as follows.

5 Corrosion Addition of Supporting Structures

The corrosion addition of supporting structures is not to be less than the following values:

- ~~(1) For bulk carriers specified in **1.1.2-1, Part A** of the Rules, the corrosion addition specified in **Chapter 3 Section 3, Part CSR-B** of the Rules~~
- ~~(2) For double hull oil tankers specified in **1.1.2-2, Part A** of the Rules, the corrosion addition specified in **Section 6/3, Part CSR-T** of the Rules~~
- (1) For bulk carriers and double hull oil tankers specified in **1.1.2-4, Part A**, the corrosion addition specified in **Section 3, Chapter 3, Part 1 of Part CSR-B&T**
- (2) For other ships, the value will be considered by the Society, but is not to be less than *2mm*

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2015.
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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C

Hull Construction and Equipment

GUIDANCE

2015 AMENDMENT NO.1

Notice No.13 27th February 2015

Resolved by Technical Committee on 2nd February 2015

Notice No.13 27th February 2015

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

C7 FRAMES

C7.1 General

C7.1.8 Consideration of Bow Impact Pressure

Sub-paragraph -3 has been amended as follows.

3 For ships whose L and C_b are not less than $250m$ and 0.8 respectively, the provisions of ~~Section 8/6.4, Part CSR-T3.3, Section 1, Chapter 10, Part 1, Part CSR-B&T~~ **Section 8/6.4, Part CSR-T3.3, Section 1, Chapter 10, Part 1, Part CSR-B&T** of the Rules are to be applied.

C8 WEB FRAMES AND SIDE STRINGERS

C8.1 General

C8.1.4 Consideration of Bow Impact Pressure

Sub-paragraph -4 has been amended as follows.

4 For ships whose L and C_b are not less than $250m$ and 0.8 respectively, the provisions of ~~Section 8/6.4, Part CSR-T3.3, Section 1, Chapter 10, Part 1, Part CSR-B&T~~ **Section 8/6.4, Part CSR-T3.3, Section 1, Chapter 10, Part 1, Part CSR-B&T** of the Rules are to be applied.

C16 PLATE KEELS AND SHELL PLATING

C16.4 Special Requirements for Shell Plating

C16.4.1 Consideration of Bow Impact Pressure

Sub-paragraph -2 has been amended as follows.

2 For ships whose L and C_b are not less than 250m and 0.8 respectively, the provisions of ~~Section 8/6.4, Part CSR-T3.3, Section 1, Chapter 10, Part 1, Part CSR-B&T~~ **Section 8/6.4, Part CSR-T3.3, Section 1, Chapter 10, Part 1, Part CSR-B&T** of the Rules are to be applied.

C31A ADDITIONAL REQUIREMENTS FOR NEW BULK CARRIERS

C31A.6 Double-side Skin Construction and Cargo Hold Construction

C31A.6.2 Cargo Hold Construction

Sub-paragraph -4 has been amended as follows.

4 With respect to the provisions of **31A.6.2-1.(3), Part C** of the Rules, the stiffeners used in cargo hold areas are to be in accordance with the buckling strength criteria as specified in the following (1) to (5). The buckling strength can be examined by the provisions of ~~Chapter 6, Section 3, 4.2, Part CSR-B 2.3.4, Section 5, Chapter 8, Part 1, Part CSR-B&T~~ **Chapter 6, Section 3, 4.2, Part CSR-B 2.3.4, Section 5, Chapter 8, Part 1, Part CSR-B&T** of the Rules, in lieu of that specified in this section. When calculating the buckling strength, typical loading conditions are to be considered.

(Omitted)

EFFECTIVE DATE AND APPLICATION

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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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.
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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:
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 - (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.

Note:

This Procedural Requirement applies from 1 July 2009.