

RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

Rules for the Survey and Construction of Passenger Ships

2021 AMENDMENT NO.2

Guidance for the Survey and Construction of Passenger Ships

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Rule No.66 / Notice No.63 27 December 2021

Resolved by Technical Committee on 28 July 2021

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

RULES

2021 AMENDMENT NO.2

Rule No.66 27 December 2021

Resolved by Technical Committee on 28 July 2021

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

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

Amendment 2-1

Part 3 HULL CONSTRUCTION AND EQUIPMENT

Chapter 6 WATERTIGHT BULKHEAD AND THE OPENING

6.3 Openings of Watertight Bulkhead

6.3.1 Arrangement of Openings (SOLAS Chap.II-1 Reg.12.4, 12.5, 12.8, 13.1, 13.2, 13.3, 13.4 and 15.8.5)*

Sub-paragraph -3 has been amended as follows.

3 Except as provided in paragraph -4, pipes passing through collision bulkheads are to be in accordance with the following (1) or (2):

- (1) the collision bulkhead may be pierced below the bulkhead deck by not more than one pipe for dealing with fluid in the fore peak tank, provided that the pipe is fitted with a screw down valve capable of being operated from above the bulkhead deck, the valve chest being secured inside the fore peak to the collision bulkhead. The Society may, however, authorize the fitting of this valve on the after side of the collision bulkhead provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space.
- (2) Notwithstanding (1) above, in case where deemed appropriate by the Society, the collision bulkhead may be pierced below the bulkhead deck by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a remotely controlled valve capable of being operated from above the bulkhead deck. The valve is to be normally closed. If the remote control system failure during operation of the valve, the valve is to be close automatically or be capable of being closed manually from a position above the bulkhead deck. The valve may be located at the collision bulkhead on either the forward or aft side, provided the space on the aft side is not a cargo space.

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

- 1.** The effective date of the amendments is 27 December 2021.

Part 4 SUBDIVISION AND STABILITY

Chapter 2 SUBDIVISION

2.3 Damage Stability

2.3.6 Probability of Survival (s_i) (SOLAS Chap.II-1 Reg.7-2)*

Sub-paragraph -13 has been added as follows.

13 Where the ship carries timber deck cargo and its buoyancy is considered, the securing of the cargo is to be in accordance with 4.2.3-10, Part C of the Rules.

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 July 2022.
2. Notwithstanding the amendments to the Rules, the current requirements 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.

Part 5 MACHINERY INSTALLATIONS

Chapter 1 GENERAL

1.1 General

1.1.1 Scope*

Sub-Paragraph -4 has been added as follows.

4 In cases where plastic pipes (including vinyl pipes) are used when applying **Chapter 12, Part D of Rules for the Survey and Construction of Steel Ships** in accordance with **-1(3)**, the following **(1) to (3)** are to be complied with:

- (1)** In applying **12.1.6, Part D of Rules for the Survey and Construction of Steel Ships** and **Annex 12.1.6, Part D of Rules for the Survey and Construction of Steel Ships**, the requirements regarding external pressures specified in **1.4.1-2(2) of the Annex** are to be applied to any pipe installation required to remain operational in the case of flooding damage in accordance with **2.5.1, Part 4 of the Rules**.
- (2)** In applying **12.1.6, Part D of Rules for the Survey and Construction of Steel Ships** and **Annex 12.1.6, Part D of Rules for the Survey and Construction of Steel Ships**, the requirements regarding fire endurance specified in **1.5.1-1 of the Annex** are to be applied to any pipe installation used for Safe Return to Port purposes (*SOLAS* II-2, Reg.21.4). Such installations can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard.
- (3)** In applying **12.1.6, Part D of Rules for the Survey and Construction of Steel Ships** and **Annex 12.1.6, Part D of Rules for the Survey and Construction of Steel Ships**, the following note is added to **Table 1 of the Annex** and is to be considered in the application of the table:
For passenger ships subject to Reg. 21.4 (Safe Return to Port) of *SOLAS* II-2, plastic pipes for services required to remain operative in the part of the ship not affected by the casualty thresholds (such as systems intended to support safe areas) are to be considered essential services. In accordance with MSC Circular *MSC.1/Circ.1369* (interpretation 12), plastic piping can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard for Safe Return to Port purposes.

EFFECTIVE DATE AND APPLICATION (Amendment 2-3)

1. The effective date of the amendments is 1 July 2022.
2. Notwithstanding the amendments to the Rules, the current requirements apply to plastic piping systems other than those which fall under the following:
 - (1) plastic piping systems for which the application for approval of use is submitted to the Society on or after the effective date;
 - (2) plastic piping systems for which the date of renewal of approval of use is on or after the effective date; or
 - (3) plastic piping systems used on ships for which the date of contract for construction* is on or after 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 PASSENGER SHIPS

GUIDANCE

2021 AMENDMENT NO.2

Notice No.63 27 December 2021

Resolved by Technical Committee on 28 July 2021

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

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

Amendment 2-1

Part 3 HULL CONSTRUCTION AND EQUIPMENT

Chapter 4 DOUBLE BOTTOM CONSTRUCTION

4.2 Arrangement

4.2.1 Arrangement

Sub-paragraph -1 has been amended as follows.

1 In the case of ships to which the provisions of **2.1.36, Part 1** of the Rules apply and which are engaged on regular service within the limits of a short international voyage as defined in **1.2.14, Part 1** of the Rules, the Society may permit a double bottom to be dispensed with ~~in any part of the ship which is subdivided by a factor not exceeding 0.5~~, if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship, and that the requirements in the following -3 are satisfied.

2 “provided the safety of the ship is not impaired” specified in **4.2.1-2, Part 3** of the Rules means to satisfy the requirement of damaged stability specified in **Part 4** of the Rules.

3 Application for the omission of double bottom or unusual bottom arrangements given by requirements of **4.2.1-2, Part 3** of the Rules is to be in accordance with following **(1)** and **(2)**. For example, arrangements in which parts of the double bottom do not extend for the full width of the ship or in which the inner bottom is located higher than the partial subdivision draught (d_p) defined in **2.1.12, Part 1** of the Rules are to be considered to be unusual bottom arrangements.

- (1)** When it is assumed that such spaces are subject to a bottom damage, compartments are to be arranged to demonstrate that the factor s_i , when calculated in accordance with **2.3.6, Part 4** of the Rules, is not less than 1 for those service conditions which are the three loading conditions used to calculate the Attained Subdivision Index (A) specified in **2.3.4-2, Part 4** of the Rules. Assumed extent of damage is to be in accordance with following **Table 3.4.2.1**. If any damage of a lesser extent than the maximum damage specified in **Table 3.4.2.1** would result in a more severe condition, such damage is to be considered.
- (2)** Flooding of such spaces is not to render emergency power and lighting, internal communication, signals or other emergency devices inoperable in other parts of the ship.

Table 3.4.2.1 Assumed Extent of Damage

	For $0.3L$ from the forward perpendicular of the ship	Any other part of the ship
Longitudinal extent	$1/3 L_f^{2/3}$ or $14.5m$, whichever is less	$1/3 L_f^{2/3}$ or $14.5m$, whichever is less
Transverse extent	$B'/6$ or $10m$, whichever is less	$B'/6$ or $5m$, whichever is less
Vertical extent, measured from the keel line	$B'/20$, to be taken not less than $0.76 m$ and not more than $2 m$	$B'/20$, to be taken not less than $0.76 m$ and not more than $2 m$

Notes:

1. Keel line is to be in accordance with **2.1.22, Part 1** of the Rules.
2. Ship breadth (B') is to be in accordance with **2.1.5-1, Part 1** of the Rules.

(-4 to -6 are omitted.)

Chapter 6 WATERTIGHT BULKHEAD AND THE OPENING

6.3 Openings of Watertight Bulkhead

6.3.1 Arrangement of Openings

Sub-paragraph -3 has been added as follows.

1 “One pipe for dealing with fluid in the fore peak tank” specified in **6.3.1-3, Part 3** of the Rules means the pipe for ballasting. And, a void and a similar place are not included in the place meaning the wording “readily accessible under all service conditions” in **6.3.1-3, Part 3** of the Rules.

2 “One door, apart from the doors to shaft tunnels, may be fitted in each main transverse bulkhead” specified in **6.3.1-5, Part 3** of the Rules means the entrance for access or construction. However, the entrance for construction is not to be installed in the transverse bulkhead having the openings closed by the removable plate which is fixed by the bolt.

3 The wording “where deemed appropriate by the Society” in **13.2.5-2(2), Part D of the Rules** means cases where the Administration has decided on the voluntary early implementation of the amendments in resolution in accordance with *MSC.8/Circ.1*.

**Annex 7-1 INTERPRETATION OF PROVISION OF CHAPTER II-2, *SOLAS*
CONVENTION ON PASSENGER SHIPS**

1 INTERPRETATION OF PROVISION OF CHAPTER II-2, *SOLAS* CONVENTION

1.1 Interpretation

Table 7-1-A1 has been amended as follows.

Table 7-1-A1 Interpretation of SOLAS II-2

Number	SOLAS	Interpretation
(Omitted)		
3.4	<p>“B” class divisions are <i>those divisions formed by bulkheads, decks, ceiling or linings which comply with the following criteria</i>^{*1}:</p> <p>.1 they are constructed of approved non-combustible materials and all materials used in the construction and <i>erection</i>^{*2} of “B” class divisions are non-combustible, with the exception that combustible veneers may be permitted provided they meet other appropriate requirements of this chapter;</p> <p>.2 they have an insulation value such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature at any one point, including any joint, rise more than 225°C above the original temperature, within the time listed below: class “B-15” 15 min class “B-0” 0 min</p> <p>.3 they are constructed as to be capable of preventing the passage of flame to the end of the first half hour of the standard fire test; and</p> <p>.4 the Administration has required a test of a prototype division, in accordance with the Fire Test Procedures Code, to ensure that it meets the above requirements for integrity and temperature rise.</p>	<p><u>*1: A division constructed of non-combustible core materials but coated with combustible veneers may be accepted as a “B” class division provided that the following conditions are satisfied:</u></p> <p><u>(1) the non-combustible core is tested in accordance with Part 1, Annex 1 of the FTP Code;</u></p> <p><u>(2) the “B” class division is tested in accordance with Part 3, Annex 1 of the FTP Code; and</u></p> <p><u>(3) the veneers are tested in accordance with Part 2 (if applicable) and Part 5, Annex 1 of the FTP Code.</u></p> <p> </p> <p><u>*2: Materials of joint entering into the construction of B class division are also to be non-combustible materials.</u></p>
(Omitted)		
3.10	<p>“C” class divisions are <i>divisions constructed of approved non-combustible materials</i>^{*1*2}. They need meet neither requirements relative to the passage of smoke and flame nor limitations relative to the temperature rise. <i>Combustible veneers</i>^{*23} are permitted provided they meet the requirements of this chapter.</p>	<p>*1: Materials of panels and joints entering into construction of C class divisions are to be non-combustible. However, where sprinklers are provided on the both sides of C class divisions or bulkheads, combustible materials may be permitted for construction.</p> <p><u>*2: A division constructed of non-combustible core material but coated with combustible veneers may be accepted as a C class division provided the following conditions are satisfied:</u></p> <p><u>(1) the non-combustible core material are tested in accordance with Part 1, Annex 1 of the FTP Code; and</u></p> <p><u>(2) the veneers are tested in accordance with Part 2 (if applicable) and Part 5, Annex 1 of the FTP Code.</u></p> <p><u>*23: They are to have low flame-spread characteristics.</u></p>
(Omitted)		

2 INTERPRETATION OF PROVISION OF FIRE SAFETY SYSTEMS CODE

2.1 Interpretation

Table 7-1-B1 has been amended as follows.

Table 7-1-B1 Interpretations of FSS Code

Number	FSS Code	Interpretations
(Omitted)		
<u>FSS 9.2.1.2.4</u>	<u>the system may be arranged with output signals to other fire safety systems including:</u> <u>.1 paging systems, fire alarm or public address systems;</u> <u>.2 fan stops;</u> <u>.3 fire doors*;</u> <u>.4 fire dampers;</u> <u>.5 sprinkler systems</u> <u>.6 smoke extraction systems</u> <u>.7 low-location lighting systems</u> <u>.8 fixed local application fire-extinguishing systems;</u> <u>.9 closed circuit television (CCTV) systems; and</u> <u>.10 other fire safety systems</u>	<u>* : Watertight doors complying with 13.3.3, Part C of the Rules which also serve as fire doors are not to close automatically in the case of fire detection.</u>
(Omitted)		

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 27 December 2021.

Part 5 MACHINERY INSTALLATIONS

Chapter 1 GENERAL

1.1 General

1.1.1 Scope

Sub-paragraphs -3 to -5 have been deleted.

~~3 In applying 12.1.6, Part D of Rules for the Survey and Construction of Steel Ships and Annex D12.1.6-2, Part D of Guidance for the Survey and Construction of Steel Ships, as required by 1.1.1-3(12), Part 5 of the Rules, the requirements regarding external pressures specified in 1.4.1-2(2) of the Annex are to be applied to any pipe installation required to remain operational in the case of flooding damage, as per 2.5.1, Part 4 of the Rules.~~

~~4 In applying 12.1.6, Part D of Rules for the Survey and Construction of Steel Ships and Annex D12.1.6-2, Part D of Guidance for the Survey and Construction of Steel Ships, as required by 1.1.1-3(12), Part 5 of the Rules, the requirements regarding fire endurance specified in 1.5.1-1 of the Annex are to be applied to any pipe installation used for Safe Return to Port purposes (SOLAS II-2, Reg.21.4). Such installations can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard.~~

~~5 In applying 12.1.6, Part D of Rules for the Survey and Construction of Steel Ships and Annex D12.1.6-2, Part D of Guidance for the Survey and Construction of Steel Ships, as required by 1.1.1-3(12), Part 5 of the Rules, the following note is added to Table 1 of the Annex and is to be considered in addition to the rest of Table 1:~~

~~For Passenger Ships subject to SOLAS II-2, Reg.21.4 (Safe Return to Port), plastic pipes for services required to remain operative in the part of the ship not affected by the casualty thresholds, such as systems intended to support safe areas, are to be considered essential services. In accordance with MSC Circular MSC.1/Circ.1369, interpretation 12, for Safe Return to Port purposes, plastic piping can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard.~~

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 July 2022.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to plastic piping systems other than those which fall under the following:
 - (1) plastic piping systems for which the application for approval of use is submitted to the Society on or after the effective date;
 - (2) plastic piping systems for which the date of renewal of approval of use is on or after the effective date; or
 - (3) plastic piping systems used on ships for which the date of contract for construction* is on or after 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.

Japanese Translation

Rules for the survey and construction of passenger ships



規則の節・条タイトルの末尾に付けられた
アスタリスク (*) は, その規則に対応する
要領があることを示しております。

「旅客船規則」の一部を次のように改正する。

改正その 1

3 編 船体構造及び艤装

6 章 水密隔壁及びその開口

6.3 水密隔壁の開口

6.3.1 開口の配置（*SOLAS* II-1 章 12.4, 12.5, 12.8, 13.1, 13.2, 13.3, 13.4 及び 15.8.5 規則）＊

-3.を次のように改める。

-3. 次の-4.の規定が適用される場合を除くほか、船首隔壁を貫通する管については、以下の(1)又は(2)によらなければならない。

- (1) 船首隔壁は、隔壁甲板の下方においては、船首タンクの液体を処理するための 1 つの管のみを貫通させることができる。ただし、管には、隔壁甲板の上方から操作し得るねじ締め弁を取り付けるものとし、その設置場所は、船首隔壁の船首倉側としなければならない。もっとも、ねじ下げ弁がすべての使用状況の下で容易に近づくことができるものであり、かつ、その設置場所が貨物区域でない場合には、当該ねじ締め弁を船首隔壁の後側に取り付けても差し支えない。
- (2) 前(1)にかかわらず、本会が適当と認める場合にあっては、船首隔壁は、隔壁甲板の下方において、船首タンクの液体を処理するための 1 つの管のみを貫通させることができる。ただし、管には、隔壁甲板の上方から操作し得る遠隔操作可能な弁を取り付けるものとし、その弁は、通常閉の状態であらなければならない。また、当該弁の操作中に遠隔操作システムに障害が発生した場合、自動的に閉じるものとするか、又は隔壁甲板の上方から手動にて閉じることのできるものとしなければならない。なお、弁は、その設置場所が貨物区域でない場合には、船首隔壁の後側に取り付けても差し支えない。

附 則（改正その 1）

1. この規則は、2021 年 12 月 27 日から施行する。

4 編 区画及び復原性

2 章 区画

2.3 損傷時復原性

2.3.6 残存確率 (s_i) (*SOLAS* II-1 章 7-2 規則) *

-13.として次の 1 項を加える。

-13. 甲板上に木材を積載する場合で、その浮力を考慮する場合には鋼船規則 C 編 4.2.3-10.による。

附 則（改正その2）

1. この規則は、2022年7月1日（以下、「施行日」という。）から施行する。
2. 施行日前に建造契約*が行われた船舶にあっては、この規則による規定にかかわらず、なお従前の例による。

* 建造契約とは、最新の IACS Procedural Requirement (PR) No.29 に定義されたものをいう。

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

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号（船番等）は、新造船に対し船級登録を申込み者によって、船級協会に申告されなければならない。
2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。

オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。

3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱われなければならない。
4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考：

1. 本 PR は、2009年7月1日から適用する。

5 編 機関

1 章 通則

1.1 一般

1.1.1 適用*

-4.として次の 1 項を加える。

-4. プラスチック管（ビニル管等を含む）を使用する場合には、-1.(3)に従って鋼船規則 D 編 12 章を適用するに際して、次の(1)から(3)にもよらなければならない。

- (1) 鋼船規則 D 編 12 章 12.1.6 及び附属書 12.1.6 中、1.4.1-2.(2)に規定する外圧に関する要件は、規則 4 編 2.5.1 にいう浸水が生じた場合でも機能することが要求される全ての管にも適用される。
- (2) 鋼船規則 D 編 12 章 12.1.6 及び附属書 12.1.6 中、1.5.1-1.の適用上、SOLAS 条約第 II-2 章第 21 規則 4 項にいう安全な帰港のために用いるプラスチック管装置にも耐火要件が要求される。試験により L1 であると認められているプラスチック管装置を、火災後にも使用可能であるものとみなすことができる。
- (3) 鋼船規則 D 編 12 章 12.1.6 及び附属書 12.1.6 中、表 1 の適用上、次の備考が付されるものとする。

SOLAS 条約第 II-2 章第 21 規則 4 項(安全な帰港)が適用される旅客船にあつては、海難の基準の影響を受けない箇所において機能が喪失しないことが要求される用途に用いられるプラスチック管（例えば、安全区域の機能に必要な装置）は、重要な用途に用いられるものとみなされる。MSC.1/Circ.1369, interpretation 12 に基づき、安全な帰港のために用いるプラスチック管装置にあつては、試験により L1 に適合するプラスチック管装置を、火災後にも使用可能であるものとみなす。

附 則（改正その3）

1. この規則は、2022年7月1日（以下、「施行日」という。）から施行する。
 2. 次のいずれにも該当しない管装置にあっては、この規則による規定にかかわらず、なお従前の例による。
 - (1) 施行日以降に使用承認の申込みのあった管装置
 - (2) 施行日以降に使用承認の更新を行う管装置
 - (3) 施行日以降に建造契約*が行われる船舶に搭載される管装置
- * 建造契約とは、最新の IACS Procedural Requirement (PR) No.29 に定義されたものをいう。

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

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号（船番等）は、新造船に対し船級登録を申込む者によって、船級協会に申告されなければならない。
 2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。
- オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱われなければならない。
 4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考：

1. 本 PR は、2009年7月1日から適用する。

Japanese Translation

Guidance for the survey and construction of passenger ships



「旅客船規則検査要領」の一部を次のように改正する。

改正その 1

3 編 船体構造及び艤装

4 章 二重底構造

4.2 配置

4.2.1 配置

-1.を次のように改める。

-1. 規則 1 編 1.1.3 の規定が適用される船舶であって規則 1 編 2.1.36 に定義する短国際航海の範囲内で定期業務に従事するものについては、~~0.50を超えない係数で区画された船舶の部分に、~~二重底を設けることが船舶の設計及び固有の用途に適さないと本会が認めた場合であって、後-3.の要件を満足する場合には、その部分の二重底を省略することができる。

-2. (省略)

-3. 規則 3 編 4.2.1-2.の規定により二重底を省略する場合、及び特殊な船底構造とする場合には、次の(1)及び(2)によること。なお、特殊な船底構造とは、例えば、内底板が船の全幅にわたるものとなっていない構造や、内底板が規則 1 編 2.1.12 に定義する部分積載区画喫水(d_p)よりも上方に位置する構造をいう。

- (1) 船底損傷の影響を受ける可能性がある場合、二重底を省略する区画について、規則 4 編 2.3.6 の規定に従って残存確率 s_i を計算し、規則 4 編 2.3.4-2.に規定する到達区画指数 A の計算に用いられる 3 つの喫水における航海状態において、 s_i が 1 以上となるよう区画を配置すること。損傷範囲については、規則 4 編 2.3.4-3.(3)の規定に替えて、表 3.4.2.1 に規定する損傷範囲を適用すること。また、より狭い範囲の損傷の方がより厳しい状態を生じる場合には、そのような損傷範囲を考慮すること。
- (2) 二重底を省略する区画の浸水が、船舶の他の場所にある非常電源、照明、船内の通信、信号装置及びその他の非常用装置を操作不能な状態にするものでないこと。

表 3.4.2.1 仮想損傷範囲

	船首垂線から $0.3L$ の範囲	その他の範囲
船長方向範囲	$1/3 L_f^{2/3}$ 又は $14.5m$ の いずれか小さい方	$1/3 L_f^{2/3}$ 又は $14.5m$ の いずれか小さい方
船幅方向範囲	$B'/6$ 又は $10m$ の いずれか小さい方	$B'/6$ 又は $5m$ の いずれか小さい方
キール線から測った 垂直方向範囲	$B'/20$ ただし、 $0.76m$ 以上かつ $2m$ 以下とする。	$B'/20$ ただし、 $0.76m$ 以上かつ $2m$ 以下とする。

(備考)

1. キール線は、規則 1 編 2.1.22 の規定による。
2. 船の幅 (B') は、規則 1 編 2.1.5-1. の規定による。

(-4.から-6.は省略)

6 章 水密隔壁及びその開口

6.3 水密隔壁の開口

6.3.1 開口の配置

-3.として次の 1 項を加える。

-1. 規則 3 編 6.3.1-3.における「船首タンクの液体を処理するためのひとつの管」とは、バラスト注排水管をいう。また、「すべての使用状況の下で容易に近づくことができる」場所の中に、ボイド及びこれに類する場所は含まれない。

-2. 規則 3 編 6.3.1-5.における「横置水密隔壁に 1 の水密戸」とは、交通用ないしは工事用の出入口をいう。ただし、ボルトで固定し、かつ取り外すことができる板戸によって閉鎖される開口を設ける横置隔壁には、工事用の出入口を設けないこと。

-3. 規則 3 編 6.3.1-3.(2)における「本会が適当と認める場合」とは、MSC.8/Circ.1 に基づき、当該条約要件の改正の任意早期適用を主管庁が認めた場合をいう。

付録 7-1 SOLAS II-2 章の旅客船関係の条文解釈

1 SOLAS II-2 章の条文解釈

1.1 条文解釈

表 7-1-A1 を次のように改める。

表 7-1-A1 SOLAS II-2 章の条文解釈

条項番号	SOLAS 条文	条文解釈
	A 部 総則	
Reg.3	第 3 規則 定義	
(省略)		
3.4	<p>「「B」級仕切り」とは、次の要件を満たす隔壁、甲板、天井張り又は内張りで形成する仕切りをいう^{*1}。</p> <p>.1 承認された不燃性材料で造られており、かつ、「B」級仕切りを造り及び組み立てる際に使用される材料^{*2}も不燃性のものであること。ただし、可燃性化粧張りは、この章に定める他の要件を満たす場合には、認めることができる。</p> <p>.2 次の各級に対応して掲げる時間内において、火にさらされない側の平均温度が最初の温度よりも摂氏 140 度を超えて上昇しないような、及び継手を含めいかなる点における温度も最初の温度よりも摂氏 225 度を超えて上昇しないような防熱性能を有すること。</p> <p style="text-align: center;">「B-15」級 15 分 「B-0」級 0 分</p> <p>.3 最初の 30 分の標準火災試験が終わるまで炎の通過を阻止し得るように造られていること。</p> <p>.4 主管庁は、保全性及び温度上昇について上記の要件を満たすことを確保するため、仕切りの標本について火災試験方法コードに従って試験を要求すること。</p>	<p><u>*1：不燃性の芯材と可燃性の化粧張りで構成される仕切りは、次の(1)から(3)の要件を満足することを条件として、「B」級仕切りとして使用することができる。</u></p> <p><u>(1) 不燃性の芯材が火災試験方法コード附属書 1, 第 1 部に従って試験されていること。</u></p> <p><u>(2) 「B」級仕切りが火災試験方法コード附属書 1, 第 3 部に従って試験されていること。</u></p> <p><u>(3) 化粧張りが火災試験方法コード附属書 1, 第 5 部、及び適用される場合には附属書 1, 第 2 部に従って試験されていること。</u></p> <p><u>*2：「B」級仕切りの組立てに使用される継手等の材料も不燃材料であること。</u></p>
(省略)		
3.10	<p>「「C」級仕切り」とは、承認された不燃性材料で造られた仕切りをいう^{*1*2}。この仕切りは、煙及び炎の通過についての要件並びに温度上昇制限に適合することを要しない。可燃性化粧張り^{*23}は、この章に定める他の要件を満たす場合には、認めることができる。</p>	<p><u>*1：C 級仕切りの製造及び組立てに使用するパネル、継手等の材料も不燃性材料であること。</u></p> <p>ただし、C 級仕切り又は隔壁の両側の場所に自動スプリンクラ装置が備え付けられている場合は、組立てに可燃性材料を用いてもよい。</p> <p><u>*2：不燃性の芯材と可燃性の化粧張りで構成される仕切りは、次の(1)及び(2)の要件を満足することを条件として、「C」級仕切りとして使用することができる。</u></p> <p><u>(1) 不燃性の芯材が火災試験方法コード附属書 1, 第 1 部に従って試験されていること。</u></p> <p><u>(2) 化粧張りが火災試験方法コード附属書 1, 第 5 部、及び適用される場合には附属書 1, 第 2 部に従って試験されていること。</u></p> <p><u>*23：炎の広がりが遅い性質のものとする。</u></p>
(省略)		

2 火災安全設備コードの条文解釈

2.1 条文解釈

表 7-1-B1 を次のように改める。

表 7-1-B1 火災安全設備コードの条文解釈

条項番号	FSS Code 条文	条文解釈
(省略)		
FSS9	第 9 章 固定式火災探知警報装置	
FSS 9.2.1.2.4	<p>固定式火災探知警報装置は、次を含む他の火災安全装置に対して信号を出力するものであっても差し支えない。</p> <p>.1 ページングシステム、火災警報又は船内通報装置</p> <p>.2 送風機の停止装置</p> <p>.3 <u>防火扉</u> *</p> <p>.4 防火ダンパ</p> <p>.5 スプリンクラ装置</p> <p>.6 試料抽出装置</p> <p>.7 低位置照明装置</p> <p>.8 固定式局所消火装置</p> <p>.9 閉回路テレビ (CCTV) 装置</p> <p>.10 その他の火災安全装置</p>	<p>*: <u>規則 C 編 13.3.3</u> に従って設置される水密戸であって防火扉としても使用される水密戸は、火災を検知した際に自動閉鎖しないものであること。</p>
(省略)		

附 則 (改正その 1)

1. この達は、2021 年 12 月 27 日から施行する。

5 編 機関

1 章 通則

1.1 一般

1.1.1 適用

-3.から-5.を削る。

~~3. 規則 5 編 1 章 1.1.1 3.(12)により要求される鋼船規則 D 編 12 章 12.1.6 及び附属書 D12.1.6 2.中, 1.4.1 2.(2)に規定する外圧に関する要件は, 規則 4 編 2.5.1 にいう浸水が生じた場合でも機能することが要求される全ての管にも適用される。~~

~~4. 規則 5 編 1 章 1.1.1 3.(12)により要求される鋼船規則 D 編 12 章 12.1.6 及び附属書 D12.1.6 2.中, 1.5.1 1.の適用上, SOLAS 条約第 II 2 章第 21 規則 4 項にいう安全な帰港のために用いるプラスチック管装置にも耐火要件が要求される。試験により L1 であると認められているプラスチック管装置を, 火災後にも使用可能であるものとみなすことができる。~~

~~5. 規則 5 編 1 章 1.1.1 3.(12)により要求される鋼船規則 D 編 12 章 12.1.6 及び附属書 D12.1.6 2.中, 表 1 の適用上, 次の備考が付されるものとする。~~

~~SOLAS 条約第 II 2 章第 21 規則 4 項 (安全な帰港) が適用される旅客船にあっては, 海難の基準の影響を受けない箇所において機能が喪失しないことが要求される用途に用いられるプラスチック管 (例えば, 安全区域の機能に必要な装置) は, 重要な用途に用いられるものとみなされる。MSC.1/Circ.1369, interpretation 12 に基づき, 安全な帰港のために用いるプラスチック管装置にあっては, 試験により L1 に適合するプラスチック管装置を, 火災後にも使用可能であるものとみなす。~~

附 則（改正その2）

1. この達は、2022年7月1日（以下、「施行日」という。）から施行する。
 2. 次のいずれにも該当しない管装置にあっては、この達による規定にかかわらず、なお従前の例による。
 - (1) 施行日以降に使用承認の申込みのあった管装置
 - (2) 施行日以降に使用承認の更新を行う管装置
 - (3) 施行日以降に建造契約*が行われる船舶に搭載される管装置
- * 建造契約とは、最新の IACS Procedural Requirement (PR) No.29 に定義されたものをいう。

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

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号（船番等）は、新造船に対し船級登録を申込む者によって、船級協会に申告されなければならない。
 2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。
- オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱われなければならない。
 4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考：

1. 本 PR は、2009年7月1日から適用する。