

# RULES 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** **2022 AMENDMENT NO.1**

Rule No.5      10 March 2022  
Resolved by Technical Committee on 26 January 2022

**ClassNK**  
NIPPON KAIJI KYOKAI

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 STEEL SHIPS

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

## **Part C HULL CONSTRUCTION AND EQUIPMENT**

### **Chapter 27 EQUIPMENT**

#### **27.1 Anchors and Chain Cables**

##### **27.1.6 Supporting Hull Structures of Anchor Windlasses and Chain Stoppers**

Sub-paragraph -3 has been amended as follows.

**3** For strength assessments of supporting hull structures, beam theory or finite element analysis using net scantlings is to be applied as appropriate. Where finite element analysis is used, the provisions of **27.2.3-5** are to be applied. In addition, the total corrosion addition is to be ~~2.0 mm~~ in accordance with the provisions of 27.2.7.

#### **27.2 Towing and Mooring Arrangement**

##### **27.2.7 Corrosion Additions**

Sub-paragraphs (1) and (2) have been amended as follows.

Corrosion additions are to be added to the scantlings of the supporting hull structures and shipboard fittings as following (1) to (3). However, if the shipboard fittings are selected from industry standards deemed appropriate by the Society and the corrosion additions are considered in the standard, following (1) to (3) may not be applied.

- (1) Supporting hull structures: total of 2.0 mm. (For container carriers, the corrosion additions specified in **32.1.3** may be applied to the supporting hull structures for which scantlings are determined by the net scantling method.) For ships which are subject to **Part CSR-B&T**, the corrosion additions specified in **Section 3, Chapter 3, Part 1, Part CSR-B&T** are to be applied.
- (2) Pedestals and foundations fitted on decks which are not shipboard fittings selected from industry standards deemed appropriate by the Society: total of 2.0 mm
- (3) Shipboard fittings not selected from industry standards deemed appropriate by the Society: total of 2.0 mm

## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 10 March 2022.
2. Notwithstanding the amendments to the Rules, the current requirements apply to ships for which the date of contract for construction\* is before 1 January 2022.  
\* “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.