1st in 2024

Editorial Correction for Technical Rules and Guidance

Issued on 27 June 2024

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About this document:

This document is a compilation of corrections of editorial corrections of the Society's Technical Rules.

Errata in this document refer to corrections that do not change the requirements, intent, or technical background of the requirements specified in the rules and guidance, e.g., correction of typographical errors or references.

Content:

Conditions of Service for Classification of Ships and Registration of Installations Chapter 1 1.4-3

Correction	Present	Note
3 Notwithstanding the provisions of paragraph -**1** and -**2**, the Society may refuse or revoke the classification of ships and the registration of installations in cases where in the reasonable judgement of the Society a particular circumstance will expose the Society or ships classed with the Society to loss of social credibility or other adverse effects, or that the classification of such ships or the registration of such installations is considered not appropriate for other reasons. For instance, the following circumstances are included: ((1) and (2) are omitted.)	**3** Notwithstanding the provisions of paragraph **1** and **2**, the Society may refuse or revoke the classification of ships and the registration of installations in cases where in the reasonable judgement of the Society a particular circumstance will expose the Society or ships classed with the Society to loss of social credibility or other adverse effects, or that the classification of such ships or the registration of such installations is considered not appropriate for other reasons. For instance, the following circumstances are included: ((1) and (2) are omitted.)	Reference correction

Rules for Approval of Manufacturers and Service Suppliers Part 1 Chapter 2 2.3-2

Correction	Present	Note
2 Document examination ((1) is omitted.) (2) For service suppliers intended to be approved under the Rules, one copy each of the following documents is to be submitted to the Society for examination to verify whether the quality system, etc. complies with the Rules. ((a) to (e) are omitted.) (f) Quality manual and its supplementary documents, or documented procedures (work procedures, verification procedures, recording and reporting procedures, training procedures, control procedures of measuring equipment, etc.) specified in **1.2.1 of ~~Chapter~~Part 3** ((g) to (o) are omitted.)	**2** Document examination ((1) is omitted.) (2) For service suppliers intended to be approved under the Rules, one copy each of the following documents is to be submitted to the Society for examination to verify whether the quality system, etc. complies with the Rules. ((a) to (e) are omitted.) (f) Quality manual and its supplementary documents, or documented procedures (work procedures, verification procedures, recording and reporting procedures, training procedures, control procedures of measuring equipment, etc.) specified in **1.2.1 of Chapter 3** ((g) to (o) are omitted.)	Reference correction

Rules for Approval of Manufacturers and Service Suppliers Part 2 Chapter 4 4.6.2(2)

Correction	Present	Note
Approval tests (1) The approval tests are to be carried out on the standard turbocharger randomly selected one for each type from the production line. (2) The tests carried out during approval tests are to be the dynamic balancing tests ~~specified in **2.6.1-4**~~ and the overspeed tests specified in **2.6.1-4** and **-5, Part D of the Rules for the Survey and Construction of Steel Ships**, respectively.	Approval tests (1) The approval tests are to be carried out on the standard turbocharger randomly selected one for each type from the production line. (2) The tests carried out during approval tests are to be the dynamic balancing tests specified in **2.6.1-4** and the overspeed tests specified in **2.6.1-5, Part D of the Rules for the Survey and Construction of Steel Ships**.	Reference correction

Rules for Approval of Manufacturers and Service Suppliers Part 3 Chapter 14 14.5.2

Correction	Present	Note
A noise survey report is to be made for each ship. The report is to comprise information on the noise levels in the various spaces on board. The report is to show the reading at each specified measuring point. The points are to be marked on a general arrangement plan, or on accommodation drawings attached to the report, or are to otherwise be identified. The noise survey report is to be made in accordance with **Form 1** of **Annex ~~B2~~2.3.1-~~1(11),~~2, Part B of the ~~Guidance~~Rules for the Survey and Construction of Steel Ships**.	A noise survey report is to be made for each ship. The report is to comprise information on the noise levels in the various spaces on board. The report is to show the reading at each specified measuring point. The points are to be marked on a general arrangement plan, or on accommodation drawings attached to the report, or are to otherwise be identified. The noise survey report is to be made in accordance with **Form 1** of **Annex B2.3.1-1(11), Part B of the Guidance for the Survey and Construction of Steel Ships**.	Reference correction

Rules for the survey and construction of steel ships Part D Chapter 8 8.1.3-1

Correction	Present	Note
1 For the shafting systems where the submission of torsional vibration calculation sheets is required, measurements to confirm the correctness of the estimated value are to be carried out. However, where the submission of calculation sheets is omitted according to the requirement in **8.1.2-2**; and, the Society considers that there is no critical vibration within the service speed range, the measurement of torsional vibration may ~~by~~be omitted.	**1** For the shafting systems where the submission of torsional vibration calculation sheets is required, measurements to confirm the correctness of the estimated value are to be carried out. However, where the submission of calculation sheets is omitted according to the requirement in **8.1.2-2**; and, the Society considers that there is no critical vibration within the service speed range, the measurement of torsional vibration may by omitted.	Wording correction

Rules for the survey and construction of steel ships Part GF Chapter 6 6.7.1-1

Correction	Present	Note
1 All fuel storage tanks are to be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carried. Fuel storage hold spaces, interbarrier spaces and tank connection spaces, which may be subject to pressures beyond their design capabilities, are also ~~not~~ to be provided with a suitable pressure relief system. Pressure control systems specified in **6.9** are to be independent of the pressure relief systems.	**1** All fuel storage tanks are to be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carried. Fuel storage hold spaces, interbarrier spaces and tank connection spaces, which may be subject to pressures beyond their design capabilities, are also not to be provided with a suitable pressure relief system. Pressure control systems specified in **6.9** are to be independent of the pressure relief systems.	Wording correction

Rules for the survey and construction of steel ships Part S Chapter 1 1.3.1(13)

Correction	Present	Note
The following definitions **(1)** to **(33)** in this part unless expressly provided otherwise. ((1) to (12) are omitted.) (13) "Density" means the ratio of the mass to the volume of a product, expressed in terms of kilograms per cubic metre (~~km~~kg/m^3). This applies to liquids, gases and vapours. ((14) to (33) are omitted.)	The following definitions **(1)** to **(33)** in this part unless expressly provided otherwise. ((1) to (12) are omitted.) (13) "Density" means the ratio of the mass to the volume of a product, expressed in terms of kilograms per cubic metre (km/m^3). This applies to liquids, gases and vapours. ((14) to (33) are omitted.)	Wording correction

Rules for the survey and construction of steel ships Part S Chapter 15 15.12.1(1)

Correction	Present	Note
Exhaust openings of tank vent systems are to be located: (1) at a height of *B*/3 ~~of~~for 6 *m*, whichever is greater, above the weather deck or, in the case of a deck tank, the access gangway; ((2) to (4) are omitted.)	Exhaust openings of tank vent systems are to be located: (1) at a height of *B*/3 of 6 *m*, whichever is greater, above the weather deck or, in the case of a deck tank, the access gangway; ((2) to (4) are omitted.)	Wording correction

Rules for the survey and construction of steel ships Part S Chapter 17 Table S17.1

Correction

Table S17.1 Summary of Minimum Requirements

a	*c*	*d*	*e*	*f*	*g*	*h*	*i′*	*i″*	*i‴*	*j*	*k*	*l*	*n*	*o*
Product Name	*Pollution Category*	*Hazards*	*Ship Type*	*Tank Type*	*Tank Vents*	*Tank Environmental Control*	*Electrical Equipment*			*Gauging*	*Vapour*	*Fire Extinguishing*	*Respiratory and Eye Protection*	*Special Requirements*
							Class	*Group*	*Flashpoint >60 ℃*					
Methyl alcohol	*Y*	*S/P*	3	2*G*	*Cont*	*No*	*T*1	II*A*	*No*	*C*	*F-T*	*AC*	*No*	15.12.1, 15.12.2, 15.12.3(2) (15.12.3.2), 15.12.3(~~2~~3) (15.12.3.3), 15.12.4, 15.17, 15.19 & 15.22.12 (15.19)

Present

Note: Reference correction

Rules for the survey and construction of steel ships Part R Chapter 4 4.5.1-1

Correction	Present	Note
1 Cargo pump-rooms, cargo tanks, slop tanks and cofferdams are to be positioned forward of machinery spaces. However, oil fuel ~~banker~~bunker tanks need not be forward of machinery spaces. Cargo tanks and slop tanks are to be isolated from machinery spaces by cofferdams, cargo pump-rooms, oil bunker tanks or ballast tanks. Pump-rooms containing pumps and their accessories for ballasting those spaces situated adjacent to cargo tanks and slop tanks and pumps for oil fuel transfer, are to be considered as equivalent to a cargo pump-room within the context of this paragraph provided that such pump-rooms have the same safety standard as that required for cargo pump-rooms. Pump-rooms intended solely for ballast or oil fuel transfer, however, need not comply with the requirements of **10.9**. The lower portion of the pump-room may be recessed into machinery spaces of category *A* to accommodate pumps, provided that the deck head of the recess is in general not more than one third of the moulded depth above the keel, except that in the case of ships of not more than 25,000 *tonnes deadweight*, where it can be demonstrated that for reasons of access and satisfactory piping arrangements this is impracticable, the Society may permit a recess in excess of such height, but not exceeding one half of the moulded depth above the keel.	**1** Cargo pump-rooms, cargo tanks, slop tanks and cofferdams are to be positioned forward of machinery spaces. However, oil fuel banker tanks need not be forward of machinery spaces. Cargo tanks and slop tanks are to be isolated from machinery spaces by cofferdams, cargo pump-rooms, oil bunker tanks or ballast tanks. Pump-rooms containing pumps and their accessories for ballasting those spaces situated adjacent to cargo tanks and slop tanks and pumps for oil fuel transfer, are to be considered as equivalent to a cargo pump-room within the context of this paragraph provided that such pump-rooms have the same safety standard as that required for cargo pump-rooms. Pump-rooms intended solely for ballast or oil fuel transfer, however, need not comply with the requirements of **10.9**. The lower portion of the pump-room may be recessed into machinery spaces of category *A* to accommodate pumps, provided that the deck head of the recess is in general not more than one third of the moulded depth above the keel, except that in the case of ships of not more than 25,000 *tonnes deadweight*, where it can be demonstrated that for reasons of access and satisfactory piping arrangements this is impracticable, the Society may permit a recess in excess of such height, but not exceeding one half of the moulded depth above the keel.	Wording correction

Rules for the survey and construction of steel ships Part R Chapter 7 7.4.2

Correction	Present	Note
The fixed fire detection and fire alarm system required in **7.4.1-1.(1)** is to be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. Except in spaces of restricted height and where their use is specially appropriate, detection systems using only thermal detectors are to not be permitted. The detection system is to initiate audible and visual alarms distinct in both respects from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigating bridge and by a responsible engineer officer. When the navigating bridge is unmanned the alarm is to sound in a place where a responsible member of the crew is on duty.	The fixed fire detection and fire alarm system required in **7.4.1** is to be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. Except in spaces of restricted height and where their use is specially appropriate, detection systems using only thermal detectors are to not be permitted. The detection system is to initiate audible and visual alarms distinct in both respects from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigating bridge and by a responsible engineer officer. When the navigating bridge is unmanned the alarm is to sound in a place where a responsible member of the crew is on duty.	Reference correction

Rules for Hull Monitoring Systems Chapter 2 2.1.2-2

Correction	Present	Note
2 Registration Maintenance Surveys are to be carried out at the following intervals: ((1) and (2) are omitted.) (3) The classed ships may be subject to Unscheduled Surveys when the confirmation of the status of systems by survey is deemed necessary in cases where the Society considers the systems to be subject to **1.4-3** of the ~~**CONDITIONS OF SERVICE FOR CLASSIFICATION OF SHIPS AND REGISTRATION OF INSTALLATIONS.**~~**Conditions of Service for Classification of Ships and Registration of Installations**.	**2** Registration Maintenance Surveys are to be carried out at the following intervals: ((1) and (2) are omitted.) (3) The classed ships may be subject to Unscheduled Surveys when the confirmation of the status of systems by survey is deemed necessary in cases where the Society considers the systems to be subject to **1.4-3** of the **CONDITIONS OF SERVICE FOR CLASSIFICATION OF SHIPS AND REGISTRATION OF INSTALLATIONS**.	Wording correction

Rules for Marine Engine Emission Verification Chapter 1 1.2.1(4)

Correction	Present	Note
1.2.1 Terms*	**1.2.1 Terms***	
Terms used in the Rules are defined as follows:	Terms used in the Rules are defined as follows:	
((1) to (3) are omitted.)	((1) to (3) are omitted.)	
(4) "Engine manufacturer, etc." means the engine manufacturer or other responsible party who applies for the emission verification, component confirmation, emission testing, document examination and survey, etc. listed in **2.2.1(2) of ~~this~~the Rules** and **2.1.3-5(3)(b), Part 2 of the Rules for Marine Pollution Prevention Systems**.	(4) "Engine manufacturer, etc." means the engine manufacturer or other responsible party who applies for the emission verification, component confirmation, emission testing, document examination and survey, etc. listed in **2.2.1(2) of this Rules** and **2.1.3-5(3)(b), Part 2 of the Rules for Marine Pollution**.	Wording correction
((5) to (20) are omitted.)	((5) to (20) are omitted.)	

Rules for Marine Engine Emission Verification Chapter 2 2.2.2-1

Correction	Present	Note
2.2.2 Maximum Allowable NOx Emission Limits*	**2.2.2 Maximum Allowable NOx Emission Limits***	
1 On each engine, the exhaust gas cleaning system to reduce NOx emissions specified in the approved Technical File is to be installed, otherwise the equivalent method to reduce NOx emissions deemed appropriate by the Society is to be carried out in order to keep the NOx emission measured and calculated in accordance with the following **-2** within the limits specified in **~~Tables~~Table 1.1(a)** to **1.1(c)** at the number of maximum continuous revolutions (referred to in **2.1.24, Part A of the Rules for the Survey and Construction of Steel ships**, hereinafter the same) of the engine.	**1** On each engine, the exhaust gas cleaning system to reduce NOx emissions specified in the approved Technical File is to be installed, otherwise the equivalent method to reduce NOx emissions deemed appropriate by the Society is to be carried out in order to keep the NOx emission measured and calculated in accordance with the following **-2** within the limits specified in **Tables 1.1(a)** to **(c)** at the number of maximum continuous revolutions (referred to in **2.1.24, Part A of the Rules for the Survey and Construction of Steel ships**, hereinafter the same) of the engine.	Reference correction
(1) Engines which are installed on ships at beginning stage of construction on or after 1 January 2000	(1) Engines which are installed on ships at beginning stage of construction on or after 1 January 2000	

Guidance for the Audit and Registration of Safety Management Systems Chapter 5 5.1.2-1

Correction	Present	Note
1 The documents described in items **5.1.2-1** and **5.1.2-2 of the Rules** (with the exception of item **5.1.2-1(1**~~)) and 5.1.2-2~~)) need not be submitted for ships for which the Shipboard Document Review has been waived in accordance with **5.1.3**.	**1** The documents described in items **5.1.2-1** (with the exception of item **5.1.2-1(1))** and **5.1.2-2 of the Rules** need not be submitted for ships for which the Shipboard Document Review has been waived in accordance with **5.1.3**.	Reference correction

Guidance for the survey and construction of steel ships Part B B2 B2.3.2-5

Correction	Present	Note
5 Where the stability experiment was dispensed with in accordance with the provisions of **2.3.2-3, Part B of the Rules** and **-~~5~~4** above, lightweight and lightship centre of gravity are to be determined as follows.	**5** Where the stability experiment was dispensed with in accordance with the provisions of **2.3.2-3, Part B of the Rules** and **-5** above, lightweight and lightship centre of gravity are to be determined as follows.	Reference correction
(1) Lightweight as well as lightship longitudinal centre of gravity and lightship transverse centre of gravity are to be derived from **-~~5~~4(1)** above.	(1) Lightweight as well as lightship longitudinal centre of gravity and lightship transverse centre of gravity are to be derived from **-5(1)** above.	Reference correction
(2) Lightship vertical centre of gravity is to be the higher of either the lead sister ship's value or the calculated value for the considered ship.	(2) Lightship vertical centre of gravity is to be the higher of either the lead sister ship's value or the calculated value for the considered ship.	

Guidance for the survey and construction of steel ships Part W W1 W1.1.2

Correction	Present	Note
The use of remote camera systems for ships of unconventional design specified in **1.1.2 of the Rules** (excluding the ships mentioned in the provisory requirement specified in **2.1.4(2~~)~~) of the Rules)** may be accepted as an alternative to **2.1.4 of the Rules** provided that they are deemed by the Society to comply with the following requirements **(1)** to **(5)**, subject to acceptance by the flag state authority.	The use of remote camera systems for ships of unconventional design specified in **1.1.2** of the Rules (excluding the ships mentioned in the provisory requirement specified in **2.1.4(2)**) may be accepted as an alternative to **2.1.4** of the Rules provided that they are deemed by the Society to comply with the following requirements **(1)** to **(5)**, subject to acceptance by the flag state authority.	Reference correction
((1) and (2) are omitted.)	((1) and (2) are omitted.)	
(3) The remote camera systems are to be capable of continuous operation under environmental conditions in **~~Table7~~Table 7.1-1, Chapter 1, Part 7 of the Guidance for the ~~approval~~Approval and ~~type approval~~Type Approval of ~~materials~~Materials and ~~equipment~~Equipment for ~~marine use~~Marine Use**.	(3) The remote camera systems are to be capable of continuous operation under environmental conditions in **Table7.1-1, Chapter 1, Part 7 of the Guidance for the approval and type approval of materials and equipment for marine use**.	Reference correction
((4) and (5) are omitted.)	((4) and (5) are omitted.)	

Guidance for the survey and construction of steel ships Part D D15 D15.4.7-2

Correction	Present	Note
2 The wording "to the satisfaction of the Society" specified in **15.4.7-5, Part D of the Rules** means to comply with the requirements specified in **13.2.8.4, Part 1.1, Part C of the ~~Appendix C1 "Reference Data for Design~~**", ~~of Part C.~~**Rules**.	**2** The wording "to the satisfaction of the Society" specified in **15.4.7-5, Part D of the Rules** means to comply with the requirements specified in **1.1 of the Appendix C1** "**Reference Data for Design**", of **Part C**.	Reference correction

Guidance for the survey and construction of steel ships Part GF GF6 GF6.4.6-2

Correction	Present	Note
2 The analysis of supporting structures against the load conditions specified in the requirements in **6.4.9-3(3)(h)** and **6.4.9-4(1)(a)**, **Part GF of the Rules** is to be done while giving considerations to the following conditions **(1)** and **(2)**: (1) A condition where, at a static heel angle of 30°, static load by the weight of liquefied gas fuel tank containing the liquefied gas fuel and the static sea water pressure without dynamic pressure due to waves is imposed. (2) A condition where load by the weight of liquefied gas fuel tank containing the liquefied gas fuel with the acceleration caused by ship motions specified in the requirements in **6.4.9-4(1)(a)**, **Part GF of the Rules** and the dynamic sea water pressure due to waves are imposed. Such dynamic sea water pressure due to waves may be determined by the requirements in **Chapter ~~4.3~~, Part 1** and **Chapter 4, Part 2-~~9~~, Part C of the Rules**.	**2** The analysis of supporting structures against the load conditions specified in the requirements in **6.4.9-3(3)(h)** and **6.4.9-4(1)(a)**, **Part GF of the Rules** is to be done while giving considerations to the following conditions **(1)** and **(2)**: (1) A condition where, at a static heel angle of 30°, static load by the weight of liquefied gas fuel tank containing the liquefied gas fuel and the static sea water pressure without dynamic pressure due to waves is imposed. (2) A condition where load by the weight of liquefied gas fuel tank containing the liquefied gas fuel with the acceleration caused by ship motions specified in the requirements in **6.4.9-4(1)(a)**, **Part GF of the Rules** and the dynamic sea water pressure due to waves are imposed. Such dynamic sea water pressure due to waves may be determined by the requirements in **4.3, Part 2-9, Part C of the Rules**.	Reference correction

Guidance for the survey and construction of steel ships Part H H2 H2.4.15-2(1)

Correction	Present	Note
2 Procedures, etc. for omitting temperature rise tests, overcurrent or excess torque tests, and steady short-circuit tests (hereinafter referred to as "temperature rise tests, etc."), are to comply with the following: (1) Scope Rotating machines to which **2.4.15, Part H of the Rules** applies and for which temperature rise tests, etc. for the same type of rotating machines are applied are to be recognized as being acceptable products ~~in view of the results of tests and inspections previously carried out by the Society~~ when ~~they are products~~ it manufactured at "plants ~~according to quality control standards~~ approved by the Society in accordance with **1.2.1-3, Part H of the Rules**" or "plants being capable of manufacturing products requested approval under stable operation according to quality control standards in view of the results of survey previously carried out by the Society". （(2) to (7) are omitted.）	**2** Procedures, etc. for omitting temperature rise tests, overcurrent or excess torque tests, and steady short-circuit tests (hereinafter referred to as "temperature rise tests, etc."), are to comply with the following: (1) Scope Rotating machines to which **2.4.15, Part H of the Rules** applies and for which temperature rise tests, etc. for the same type of rotating machines are applied are to be recognized as being acceptable products in view of the results of tests and inspections previously carried out by the Society when they are products manufactured at plants according to quality control standards approved by the Society in accordance with **1.2.1-3, Part H of the Rules**. （(2) to (7) are omitted.）	Wording correction

Guidance for the survey and construction of steel ships Part X X3 X3.3.3

Correction	Present	Note
The wording “diagnostics and troubleshooting systems” in **3.3.3(1)(c), Part X of the Rules**, does not means the “condition monitoring system” specified in **B9.1.4-5(2), Part B~~.~~ of the Guidance**.	The wording “diagnostics and troubleshooting systems” in **3.3.3(1)(c), Part X of the Rules**, does not means the “condition monitoring system” specified in **B9.1.4-5(2), Part B**.	Reference correction

Guidance for Safety Equipment Chapter 3 3.1.1-17

Correction	Present	Note
17 In cases where the Administration requires the fitting of fall preventer devices (FPDs), the following **(1)** to **(3)** are to be complied with. However, in cases where special instructions are required by the Administration, the requirements may be dispensed with. (1) In cases where locking pins are provided as a fall preventer device, the pins are to be designed so that they have a minimum safety factor of 6 in accordance with LSA Code 6.1.1.6. In addition, in cases where existing on-load release hooks are drilled to provide a locking pin insertion point, the strength of the hooks is to continue to satisfy the relevant requirements in the LSA Code and is to comply with the requirements of *MSC*.1/*Circ*.1327 paragraph 2.1. Furthermore, any modification of said hook is to be approved by the hook manufacturer. (2) The lifeboat and davit manufacturer is to confirm that the attachment eye is suitable for the use of the proposed fall preventer device. In cases where the lifeboat and/or davit manufacturer is no longer in existence, suitability is to be determined by an independent service provider specified in **Chapter 10, Part 3 of the Rules for Approval of ~~Manufactures~~Manufacturers and Service Suppliers**. (3) Fall preventer devices are to be approved by the Society in accordance with **Chapter 7, Part 2 of the Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use**.	**17** In cases where the Administration requires the fitting of fall preventer devices (FPDs), the following **(1)** to **(3)** are to be complied with. However, in cases where special instructions are required by the Administration, the requirements may be dispensed with. (1) In cases where locking pins are provided as a fall preventer device, the pins are to be designed so that they have a minimum safety factor of 6 in accordance with **LSA Code 6.1.1.6**. In addition, in cases where existing on-load release hooks are drilled to provide a locking pin insertion point, the strength of the hooks is to continue to satisfy the relevant requirements in the **LSA Code** and is to comply with the requirements of *MSC*.1/*Circ*.1327 paragraph 2.1. Furthermore, any modification of said hook is to be approved by the hook manufacturer. (2) The lifeboat and davit manufacturer is to confirm that the attachment eye is suitable for the use of the proposed fall preventer device. In cases where the lifeboat and/or davit manufacturer is no longer in existence, suitability is to be determined by an independent service provider specified in **Chapter 10, Part 3 of the Rules for Approval of Manufactures and Service Suppliers**. (3) Fall preventer devices are to be approved by the Society in accordance with **Chapter 7, Part 2 of the Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use**.	Wording correction

Guidance for Automatic and Remote Control Systems Chapter 2 2.1.2

Correction	Present	Note
The wording "the Society may approve ~~the~~ survey methods which it considers to be appropriate~~.~~" in **2.1.2-(2(~~3~~)(c) of the Rules** means survey methods which the Society considers to be able to obtain information equivalent to that obtained through traditional ordinary surveys where a surveyor is in attendance.	The wording "the Society may approve the survey methods which it considers to be appropriate." in **2.1.2-2(3) of the Rules** means survey methods which the Society considers to be able to obtain information equivalent to that obtained through traditional ordinary surveys where a surveyor is in attendance.	Reference correction

Guidance for Navigation Bridge Systems Chapter 2 2.2.4(1)

Correction	Present	Note
The following are to be verified during sea trials: (1) Bridge layouts and bridge working environments (a) Bridge layouts and bridge working environments are to be adequate enough to allow navigators to perform navigational duties and other functions allocated to bridges as well as to maintain proper lookouts from workstations on bridges under all navigating conditions day or night. (b) Vibration levels and noise levels satisfy those requirements given in **3.42.2** and **3.42.3 of the Rules**. ((2) to (4) are omitted.)	The following are to be verified during sea trials: (1) Bridge layouts and bridge working environments (a) Bridge layouts and bridge working environments are to be adequate enough to allow navigators to perform navigational duties and other functions allocated to bridges as well as to maintain proper lookouts from workstations on bridges under all navigating conditions day or night. (b) Vibration levels and noise levels satisfy those requirements given in **3.4.2** and **3.4.3 of the Rules**. ((2) to (4) are omitted.)	Reference correction

Guidance for Navigation Bridge Systems Chapter 3 3.2.3

Correction	Present	Note
Permissible noise levels use **Annex ~~B2~~2.3.1-~~1(11)~~2 "PROCEDURES FOR ON BOARD NOISE MEASUREMENTS", Part B of the ~~Guidance~~Rules for the Survey and Construction of Steel Ships** as a standard.	Permissible noise levels use **Annex B2.3.1-1(11) "PROCEDURES FOR ON BOARD NOISE MEASUREMENTS", Part B of the Guidance for the Survey and Construction of Steel Ships** as a standard.	Reference correction

Guidance for the Survey and Construction of Inland Waterway Ships Part 8 Chapter 2 2.4.15-2(1)

Correction	Present	Note
2 Procedures, etc. for omitting temperature rise tests, overcurrent or excess torque tests, and steady short-circuit tests (hereinafter referred to as "temperature rise tests, etc."), are to comply with the following: (1) Scope Rotating machines to which **2.4.15-1, Part 8 of the Rules** applies and for which temperature rise tests, etc. for the same type of rotating machines are applied are to be recognized as being acceptable products ~~in view of the results of tests and inspections previously carried out by the Society~~ when ~~they are products~~ it manufactured at "plants ~~according to quality control standards~~ approved by the Society in accordance with **1.2.1-3, Part 8 of the Rules**" or "plants being capable of manufacturing products requested approval under stable operation according to quality control standards in view of the results of survey previously carried out by the Society". （(2) to (7) are omitted.）	**2** Procedures, etc. for omitting temperature rise tests, overcurrent or excess torque tests, and steady short-circuit tests (hereinafter referred to as "temperature rise tests, etc."), are to comply with the following: (1) Scope Rotating machines to which **2.4.15-1, Part 8 of the Rules** applies and for which temperature rise tests, etc. for the same type of rotating machines are applied are to be recognized as being acceptable products in view of the results of tests and inspections previously carried out by the Society when they are products manufactured at plants according to quality control standards approved by the Society in accordance with **1.2.1-3, Part 8 of the Rules**. （(2) to (7) are omitted.）	Wording correction

End of Document.