

**RULES
FOR THE CLASSIFICATION OF
SHIPS**

Part 1 – GENERAL REQUIREMENTS
January 2025

CROATIAN REGISTER OF SHIPPING

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By the decision of the General Committee of Croatian Register of Shipping,

RULES FOR THE CLASSIFICATION OF SHIPS
Part 1 – GENERAL REQUIREMENTS

have been adopted on 20th December 2024 and shall enter into force on 1st January 2025

GENERAL TERMS AND CONDITIONS

(March 2022)

Article 1 GENERAL

1.1 CROATIAN REGISTER OF SHIPPING (hereinafter: the *Register*) shall at all times remain an independent contractor and neither the *Register* nor any of its officers, surveyors, auditors, inspectors, agents, appointers, officers or managers shall act as an employee, servant or agent of any other party in the performance of the Services rendered by the *Register*.

1.2 The *Register* acts as a service provider. The Services provided by the *Register* cannot be construed as a commitment by the *Register* to achieve any result or as a warranty.

1.3 The provision of Services is subject to these General Terms and Conditions. No other terms and conditions shall apply, either expressly or by implication, unless expressly agreed in writing between the Parties.

1.4 These General Terms and Conditions shall be incorporated into, or referred to in any Contract and shall prevail over and exclude any other terms and conditions that the Client may wish to impose.

Any amendments to and/or deviations from these General Terms and Conditions, as well as any additional terms and conditions of the Client, shall be binding or valid only if set forth in writing and duly signed by the authorised representatives of both Parties.

1.5 The invalidity of one or more provisions of these General Terms and Conditions shall not affect the remaining provisions.

1.6 The Client acknowledges that the latest version of these General terms and Conditions and the latest version of applicable Rules apply to the Services provided by the *Register*.

1.7 Definitions in these General Terms and Conditions take precedence over other definitions that may appear in other documents issued by the *Register*.

1.8 The Client should at all times be aware of the provisions of these General Terms and Conditions, as they may be further amended, with their latest up to date version available on the web site of the *Register*.

Article 2 DEFINITIONS

2.1 **Certificate** means either a class certificate or statutory certificate, statement, attestation, statement of compliance, and a report following the Services provided by the *Register*.

2.2 **Certification** means the activity of certification in application of international and national standards and international industry practice provided by the *Register*.

Certification is an appraisal given by the *Register* to the Client and cannot be construed as an implied or express warranty of safety, fitness for purpose, seaworthiness of the vessel or its value for sale, insurance or chartering.

The purpose of Certification is to provide classification and statutory services and assistance to the maritime industry, Flag State Administrations, and regulatory authorities relating to maritime safety and pollution prevention.

2.3 **Classification** includes all activities and Services provided by the *Register* in accordance with the Rules. Classification may or may not be accompanied by the issuance of a Certificate of class with reference to the Rules.

Certificate of class is valid only if issued by the *Register*.

However, Certificate of class should not be construed as a guarantee of the safety, fitness for purpose or seaworthiness of the vessel. It is merely an attestation that the vessel complies with the Rules developed and published by the *Register*.

In addition, the *Register* is not a guarantee of the safety of life or property at sea or the seaworthiness of a vessel because, although the classification of a vessel is based on the assumption that the vessel will be properly loaded, operated, and maintained by competent and qualified personnel, the *Register* has no control over how a vessel is operated and maintained between the periodic surveys it conducts.

2.4 **Statutory certification** means certification made by the *Register* on behalf of the Flag State Administrations when and to the extent that the *Register* has been authorised to do so by the respective Flag State.

Statutory certification and services include the assessment of vessels registered by the Flag State and/or ship management companies to determine whether such ships/companies comply with the applicable requirements of international conventions, codes and national legislation, and the issuance of, or assistance in the issuance of, the appropriate certificates and documents.

Statutory certification includes, but is not limited to, certification, survey, and issuance of statutory certificates on behalf of the Flag State.

In cases where the *Register* acts on behalf of Flag State Administrations, the *Register* shall follow guidance issued by IMO (Resolutions, Circulars, etc.) or by IACS through Unified Interpretations (UI), unless otherwise directed by the Flag State.

2.5 **Client** means the shipowner, company, shipyard and/or party requesting Services or taking ownership of a classed vessel. In cases where shipowners have authorized another party to operate the vessel on their behalf, that party shall be considered as the company.

In addition to the above the Client means the person and/or entity that has requested Services from the *Register* and that has entered into a Contract or an agreement for Services with the *Register*.

2.6 **Parties** means the *Register* and Client together.

2.7 **Party** means the *Register* or the Client.

2.8 **Contract** means the contract in the form of a written agreement between the Client and the *Register* requesting Services, including these General Terms and Conditions and the Rules.

The provisions related to the Contract in these General Terms and Conditions shall apply even if there is no written agreement between the Client and the *Register*.

The Client may request the *Register* in writing to make a change to the contracted Services. However, the *Register* shall not be obligated to accept or execute any such change until a written agreement has been signed with the Client regarding the compensation and the possible impact of the change on the schedule as an addendum to the originally contracted Services.

2.9 **Services** shall mean the services specified in 2.2, 2.3 and 2.4, but also other services related to certification, classification and statutory certification, such as, but not limited to: ISM Code certification, ISPS Code, MLC 2006 certification, fuel oil consumption reporting, IHM certification, approval of manufacturers and service providers, certification of materials and products, training activities, conformity assessment, and any other relevant activities such as third party inspections, testing, shore and shipboard trials.

The Services provided by the *Register* are performed on a random basis and in no case include a full inspection of all items.

The *Register* shall provide the Services in accordance with related Contract(s), the provisions of these General Terms and Conditions, Rules, the international and national standards, the international conventions, the EU Regulations, the Flag State requirements and the industry practices applicable to the particular Service and always assuming that the Client is aware of these standards and the industry practices.

When providing Services, the *Register* does not guarantee the accuracy of the information or advice provided.

In providing Services, the *Register* does not assess compliance with standards other than the Rules, international and national standards, international conventions, EU regulations, Flag State requirements and industry practice, to the extent agreed in writing or specified in the Contract.

2.10 The *Register* means the Croatian Register of Shipping, an entity organized and existing under Croatian law, which, according to the Law on the Croatian Register of Shipping (Official Gazette No. 1996/81, 2013/76 and 2020/62) and the Charter of the *Register*, is an independent, not-for-profit, but public welfare oriented, public foundation that performs tasks:

- classification of sea-going ships,
- statutory certification of sea-going ships on behalf of the Flag State Administrations,
- classification of inland navigation vessels,
- statutory certification of inland navigation vessels,
- statutory certification of recreational crafts,
- certification of materials and products,
- conformity assessment of recreational crafts,
- conformity assessment of marine equipment,
- conformity assessment of pressure vessels,
- certification/registration of quality management systems.

2.11 **Vessel** means a ship, vessel, unit or offshore structure of any kind, whether or not connected to the shore or sea/river bed, located at sea or in inland waters and intended for transportation or special operations on the water, as decided by the *Register*.

2.12 **Rules** means the Rules for the classification, guidelines, instructions, or other documented evidence of the *Register* related to the Services provided.

The competent interpretation of the requirements specified in the Rules or other regulations published by the *Register* shall be the exclusive responsibility of the *Register's* Head Office, notwithstanding any possible different interpretations by other parties.

In cases where the Rules do not contain detailed requirements, the specific approval by the *Register* shall be based on the principles of the Rules and shall ensure a safety standard equivalent to that of the Rules.

Article 3 RESPONSIBILITIES

3.1 It is the Client's responsibility to ensure that all surveys required for vessel's class maintenance are conducted in a timely manner and in accordance with the Rules.

3.2 The *Register* may suspend or withdraw the vessel's existing Certificate of class in the event of serious deficiencies and replace it with a new Certificate of class with a shortened period of validity during which the deficiencies are to be rectified.

In addition, the *Register* shall suspend or withdraw a vessel's Certificate of class if the deficiencies are of such a magnitude as to endanger the class of the vessel, its safety and integrity, the safety of the crew, passengers, or the marine environment, and shall require that the vessel is to be inspected at the first port of call where the necessary repairs are to be carried out.

3.3 The Client should inform the *Register*:

- (i) in the event of a change in the intended use of a vessel, a conversion and alteration of the hull, machinery installations and other equipment affecting the Class of the vessel assigned by the *Register*. Conversions and alterations must be made under the supervision of the *Register* and must comply with the requirements of the Rules and/or additional requirements of the *Register*,
- (ii) in cases where the vessel has been damaged to such an extent that the Class of the vessel is likely to be affected and the safety and integrity of the vessel is likely to be compromised. In such cases, the vessel must be surveyed at the first port of call or as further directed by the *Register*. The survey shall be to the extent deemed necessary by the *Register*, by taking into account the extent of the damage.
- (iii) in cases where class-related deficiencies and/or defects are found as a result of a Flag State inspection or Port State Control. Should the Client fail to notify the *Register* of the detention of the vessel by Port State Authorities due to class related deficiencies, the *Register* reserves the right to suspend or withdraw the Certificate of class.

3.4 The *Register* shall have full control over Certificates issued and may suspend or withdraw a Certificate at any time in its sole discretion if the Client fails to comply with the following requirements set forth in the *Rules for the Classification of Ships, Part 1 - General Requirements, Chapter 1 - General Information*, as applicable:

- (i) para. 5.3 - *Maintenance of the validity of Certificate of Class*,
- (ii) para. 5.4 - *Period of Validity*,
- (iii) para. 5.5 - *Extension of the Period of Validity*,
- (iv) para. 5.6 - *Suspension and Reinstatement of Class in the Case of Overdue Surveys*, and
- (v) para. 5.7 - *Withdrawal of Class*.

3.5 The *Register* may suspend or withdraw a Certificate at any time in its sole discretion if the Client fails to comply with the following requirements set forth in the *Rules for the Classification of Inland Navigation Vessels, Part 1 - Classification and Surveys, Chapter 1 - Principles of Classification*, as applicable:

- (i) para. 2.8 - *Maintenance of the Validity of the Certificate of Class*,
- (ii) para. 2.9 - *Extension of validity of the Certificate of Class*, and following requirements set forth in the *Rules for the Classification of Inland Navigation Vessels, Part 1 - Classification and Surveys, Chapter II - Classification*, as applicable:
- (iii) para. 2.1 - *Suspension of Class*,
- (iv) para. 2.2 - *Withdrawal of Class*.

3.6 In addition to clauses 3.2, 3.4 and 3.5 of this Article, the *Register* reserves the right to terminate the Services and related Contract in the event of a breach of the provisions of these General Terms and Conditions.

3.7 If the Client fails to provide the *Register* with the required access or information at the agreed times or fails to prepare for the Service in a timely manner, the *Register* may suspend the provision of the Service until it receives the Client's instructions for access and/or the required information.

The *Register* shall not be liable for the consequences of such suspension, and the Client shall be responsible for the *Register's* additional fees and other unnecessary costs and expenses incurred by the *Register*.

3.8 The Client is obliged to perform timely payments of the invoices for provided Services. However, the *Register* may retain or withhold any Service or Certificate to the Client in the case of outstanding payments, whether mutually related or not, arising out of the entire business relationship with the Client.

Article 4 HEALTH, SAFETY AND ENVIRONMENT

4.1 Both the *Register* and the Client shall apply reasonable standards to promote safety, health, and environmental protection and to provide a safe working environment for their personnel.

4.2 The Client shall provide the *Register* with all access and information necessary for the safe and efficient performance of the requested Services as required by the Rules.

4.3 During the survey, personnel of the *Register* should have secure access to all work that directly or indirectly affects the Service.

4.4 The *Register* has the right to refuse to conduct an activity or visit an area or site if the *Register* in its sole discretion, believes that relevant risks are unacceptable or are not adequately addressed, contained, or otherwise mitigated.

Such a decision shall suspend the obligations of both Parties under the Contract without incurring any liability or penalty until the Parties agree on how to proceed.

Article 5 THIRD PARTIES AND SUBCONTRACTORS

5.1 Each specific Contract, including any Certificates issued, relates specifically to the Client, and no rights, obligations, interests, claims, benefits or Certificates issued shall extend to any third party without the prior written consent of the *Register*.

5.2 The Client shall not be entitled to grant any right to use the Certificates to any third party without the prior written consent of the *Register*.

5.3 The Client shall not without *Register's* consent, cede, assign, transfer, subcontract or deal in any manner with all or any of its rights or obligations under any Service and related Contract.

5.4 With regard to third party rights to access information and Certificates under confidentiality clause reference is to be made to Article 9.

Article 6 TAXES

6.1 Each Party shall be responsible for and shall bear all taxes, duties or similar governmental charges levied or imposed on any activity of that Party.

6.2 Prices, fees, rates, or remuneration are exclusive of any form of sales tax, value added tax, administrative fees and services tax and/or other similar taxes, including any surcharges. If any such indirect tax is or becomes applicable to the Services provided under the Contract, the Client shall be responsible for the payment of such indirect taxes.

Article 7 PAYMENT OF INVOICES

7.1 The provision of Services by the *Register*, whether complete or not, shall include payment of fees thirty (30) days after issuance of the invoice for the portion of the Services performed.

7.2 In the event that the Client fails to meet the requirements for payment in accordance with the instalments and terms of payment contained herein, the *Register* reserves the right to charge the Client with the interest rate in accordance with the applicable laws of the Republic of Croatia.

7.3 If the Client disputes an invoice or part of an invoice, the Client shall notify *Register* thereof in writing without undue delay. If no notification is received by the due date, Client shall be deemed to have accepted the invoice in full. If only part of an invoice is disputed, the undisputed amount must be paid by the due date.

Consequently, no disputes arising between the *Register* and the Client shall interfere with prompt payment of invoices by the Client. Any rights of lien or retention in favour of the Client or otherwise, are hereby excluded.

7.4 In the event of cancellation of all or part of the Services prior to their final completion, the Client shall pay all costs incurred by the *Register* on pro-rata basis for the portion of the Services provided to date. In such event, the *Register* will not claim the Client for loss of profit or reduced income. All reasonable costs directly attributable to the early termination and all amounts due to the *Register* at that time shall become immediately due and payable.

7.5 In the event of termination of the Service and related Contract, the *Register* shall be entitled to retain any payments, deposits or prepayments of fees made by the Client prior to the date of termination up to the amount to which the *Register* is entitled.

Article 8 TERMINATION

8.1 The Parties shall have the right to terminate the Services and the related Contract(s) by written notice to the other Party, and without prejudice to Article 7, in the following cases:

- (i) if the other Party commits a material breach of these General Terms and Conditions and/or the Contract and fails to rectify such breach in accordance with clause 8.4 of this Article,
- (ii) if the other Party becomes insolvent, is unable to pay its debts as they become due, or becomes subject to bankruptcy proceedings, administration, receivership, dissolution, liquidation, winding up or otherwise ceases to carry on its business; or
- (iii) for convenience, after giving the other Party thirty (30) days' prior written notice of termination.

8.2 The Classification issued for the relevant vessel and the Certificates previously issued shall remain valid until the effective date of termination or, in the event of such termination, immediately, subject to compliance with Article 3 and Article 7.

8.3 If, in the reasonable opinion of the *Register*, the Client breaches or is suspected of breaching Article 14 or Article 15, the *Register* shall have the right to terminate the Service and related Contract with immediate effect.

8.4 Notwithstanding the provisions of clause 8.1 of this Article, the Party intending to terminate Services for non-compliance or breach of the provisions of these General Terms and Conditions shall notify the other Party of the non-compliance or violation of the provisions of these General Terms and Conditions and set a reasonable deadline of 15 (fifteen) days for the other Party to remedy the breaches of the provisions of these General Terms and Conditions.

If the Party fails to remedy the breaches of the provisions of these General Terms and Conditions within the aforementioned period, the other Party shall have the right to terminate Services without further notice.

8.5 Termination of the Service and related Contract pursuant to the provisions of these General Terms and Conditions shall not give either Party the right to claim any additional compensation, indemnity or reimbursement from the other Party as a result of such termination, but such termination shall not affect any rights or remedies available to a Party at the time the termination becomes effective or any obligations or liabilities incurred by a Party.

Article 9 CONFIDENTIALITY

9.1 The Parties agree to keep confidential all facts, data, information, etc. related to the other Party's business that they have learned in the course of providing Services. Such information and data shall not be disclosed by the Parties to any third party and shall not be used or misused to the detriment of the other Party.

9.2 The *Register* will keep confidential any data, plans or other technical information received from the Client and will not disclose it to any third party outside the *Register*, unless authorised by the Client. This obligation shall continue to apply after termination of the Services. This obligation shall not apply to any data, plans or other technical information that was in the possession of the *Register* prior to being disclosed to the *Register* by or on behalf of the Client, or that becomes publicly available through no fault of the *Register*, or is otherwise provided to the *Register* by an independent source that is under no obligation of confidentiality to the *Register*.

9.3 Certificates issued by the *Register* to the Client as a result of the Services provided shall not be covered by the confidentiality Article.

Notwithstanding the foregoing, the Client shall be entitled to disclose any data to its affiliates involved in the transactions related to the Services or the Client's core activities.

9.4 Notwithstanding clause 9.1 and clause 9.2 of this Article, the *Register* shall have the right to disclose the Confidential Information to the following parties if required by regulations of:

- (i) authorised representatives of the Flag State Administration,
- (ii) authorised audit teams (i.e., accreditation body or EC auditors),
- (iii) the International Association of Classification Societies (IACS),
- (iv) a court of competent jurisdiction, government agency, or other relevant public authority, in accordance with applicable law, court order, or other public regulation.

9.5 The Client acknowledges that the *Register* is required to provide access to information to the EU Commission or any person acting on its behalf in accordance with applicable EU requirements and that the Client shall give the EU Commission with unrestricted access to the vessels for the purpose of inspection.

9.6 The obligations in this Article shall survive the conclusion of the Service or the termination of related Contract and shall continue for as long as the relevant information remains confidential.

Article 10 INTELLECTUAL PROPERTY

10.1 Each Party shall be the sole owner of all rights to its Intellectual Property created before or after the effective date of these General Terms and Conditions, whether or not associated with any Contract between the Parties.

10.2 The Intellectual Property developed by the *Register* for the provision of the Services, including but not limited to drawings, calculations and reports, shall remain the exclusive property of the *Register*.

Article 11 PROFESSIONAL ETHICS

11.1 Each of the Parties warrants that, with respect to the matters contemplated herein, neither it nor its affiliates has made or will make, directly or indirectly, any offer, payment, gift or authorization of money to any government official or employee, political party, public official or candidate for the benefit or advantage thereof.

11.2 In providing the Services, the *Register* shall strictly adhere to the requirements of its Code of Ethics relating to business activities.

Article 12 FORCE MAJEURE

12.1 For the purposes of these General Terms and Conditions, the term "Force Majeure" includes any event that directly or indirectly prevents the Parties from fulfilling their obligations due to events beyond their control, such as: strikes, wars, riots, piracy, civil commotion, malicious damage, pandemic, compliance with laws or government orders, rules, regulations or directives, sanctions and embargoes, accidents, defects of plants or machinery, seizures, fires, floods, storms and the like.

12.2 If either Party is prevented or delayed from performing its obligations by Force Majeure, such Party shall promptly notify the other Party in writing of the circumstances of the Force Majeure and its influence and, after such notification, shall not be liable for performance of any obligations prevented by the influence of the Force Majeure during its duration. Upon termination of the influence of the Force Majeure, the same Party should proceed with the planned activities in order to fulfil its obligations.

12.3 If one of the Parties is prevented by Force Majeure in its activities and fulfilment of its obligations and this event lasts continuously for three (3) months, the other Party shall be entitled to terminate the Service and related Contract without liability.

12.4 Neither of the Parties shall be liable for non-compliance with these General Terms and Conditions due to Force Majeure. If one of the Parties is prevented from fulfilling its obligations under these General Terms and Conditions due to Force Majeure, it shall immediately notify the other Party in writing within a reasonable period of time, stating the reasons for the Force Majeure and providing relevant evidence, if any.

Article 13 INDEMNIFICATIONS

13.1 Each Party shall indemnify the other Party against all claims arising out of the performance of the Services in respect of bodily injury, illness or death of any of its employees or other representatives and in respect of loss of or damage to the Party's property.

This provision shall apply whether or not the damage is caused or contributed to by the negligence of the other Party. Both Parties are obliged to take out separate insurances for these liabilities.

13.2 The Client shall indemnify the *Register* from and against all claims arising from the Client's violation of the provisions of these General Terms and Conditions and from the misuse of the Certificates issued by the *Register*.

13.3 The Client shall indemnify the *Register* against any financial responsibility or amounts arising from non-payment, late payment or payment of withholding taxes to the non-relevant tax authority or any other relevant governmental body.

13.4 Each Party shall notify the other Party without undue delay as soon as it becomes aware of any incident that could give rise to a claim against the other Party in respect of the Service provided and related Contract.

Article 14 ANTI-CORRUPTION

14.1 Each Party agrees that in performing its obligations under any Service, it will ensure that its affiliates, employees and/or agents, subsidiaries, subcontractors, consultants, and any other persons providing Services will:

- (i) comply with all applicable anti-bribery and anti-corruption laws (collectively, Anti-Bribery Laws) and, in particular, do not, directly or indirectly, offer, promise, grant, authorise the payment of, or confer any financial or other benefit on any public or government official:
 - to a public or governmental official to obtain or retain business with the intent to influence such official in his or her capacity as an official, if such official is not permitted or required by written law to be influenced by the offer, promise or gift; or
 - to another person with the intent to induce or reward the improper performance of a function or activity or for any other illegal purpose,
- (ii) maintain adequate systems and procedures designed to prevent activities, practises, or conduct in connection with services that would constitute an offence under an anticorruption law; and
- (iii) take reasonable steps to prevent similar acts by customers, contractors, subcontractors, agents and other third parties, persons under its control or influence.

14.2 Any failure by a Party to comply with or ensure compliance with its obligations under this Article shall, notwithstanding anything to the contrary in these General Terms and Conditions, be deemed a breach of these General Terms and Conditions which shall entitle the other Party to suspend and/or terminate the Services by notice in writing with immediate effect without further liability to the other Party except for any liability which may have arisen prior to the date of termination or suspension (as the case may be).

14.3 If a Party elects to suspend the provision of Services under these General Terms and Conditions pursuant to this Article, it shall have the sole and absolute discretion to determine:

- (i) when it will resume performance (if at all); and
- (ii) extend the period for performance of its obligations under the Services in its sole discretion.

Article 15 SANCTIONS

15.1 Each Party shall conduct all activities in compliance with all laws, statutes, rules, economic and trade sanctions (including, but not limited to, U.S. sanctions and EU sanctions) and regulations applicable to such Party, including, but not limited to: child labour, forced labour, collective bargaining, discrimination, abuse, working hours and minimum wages, anti-bribery, anti-corruption, copyright and trademark protection, personal data protection.

15.2 Each Party hereby represents and warrants that it is not or will not be subject to any economic or trade sanctions ("Sanctions") imposed by the United States of America, the European Union, the United Kingdom, any EU Member State, or the United Nations with respect to any country and/or by any sanction giver with respect to any company/individual.

15.3 Each Party represents and warrants that it will strictly comply with all Sanctions.

15.4 Nothing in these General Terms and Conditions shall be construed as causing or obligating either Party to act or refrain from acting in a manner inconsistent with, punishable by, or prohibited by any Sanctions.

15.5 Neither Party shall be obligated to perform any obligation arising under these Terms and Conditions (including, without limitation, the obligation to):

- (i) perform, deliver, accept, sell, purchase, pay or receive any funds to, from or through any person or entity; or
- (ii) engage in any other action whatsoever, if doing so violates or is inconsistent with sanctions and/or recommendations of international (intergovernmental) organisations to combat the financing of terrorism and other criminal activities and/or money laundering or exposes such Party to investigation or penalties.

15.6 In the event that a Party breaches any Sanctions or the Party's Business and/or Transactions arising out of or in connection with these General Terms and Conditions breach any Sanctions or otherwise violate the recommendations of one or more international (intergovernmental) organisations for combating the financing of terrorism and other criminal activities and/or money laundering, the other Party shall be entitled to terminate these General Terms and Conditions by written notice with immediate effect without incurring any liability to the other Party, except for liabilities (if any) incurred prior to the date of termination.

Article 16 LIABILITY

16.1 The *Register* is not, and cannot be considered as, an underwriter, consulting engineer, naval architect, shipbuilder, shipowner, or ship management company, nor can it assume the obligations and responsibilities associated with such functions, although the *Register's* experience may enable it to respond to inquiries about matters not covered by its Rules, policies, instructions, or other documented evidence.

16.2 The practices and procedures of the *Register* shall be selected by the *Register* in its sole and absolute discretion based on its experience and knowledge and in accordance with generally accepted professional standards in the relevant field of classification societies.

16.3 Nothing herein contained shall release any designer, naval architect or engineer, shipbuilder or manufacturer, shipyard, vendor, supplier, contractor or subcontractor, repairer or owner, from any information, report, certificate or similar document issued in connection with the provision of Services by the *Register*, operator, manager or other person or entity from any express or implied warranty or other contractual obligation or responsibility, or from any negligent act, error or omission of any kind whatsoever, nor shall they create any right, claim or benefit for any third party.

16.4 The *Register* shall exercise due care in the selection or appointment of its surveyors and all other employees whose presence and work is necessary for the provision of the Services.

16.5 If any person or entity using the Services of the *Register* suffers any loss, damage or expense that is or is shown to have been caused by a negligent act, omission or error of the *Register's* officers, surveyors, auditors, inspectors, agents, appointees, officers or managers, or those purporting to act in the name of and on behalf of the *Register*, or a negligent inaccuracy, advice, report or evidence given by or in the name of or/and on behalf of the *Register*, then the liability of the *Register* is limited in respect of any direct or indirect claim shall be limited to an amount not exceeding five times the fee charged or to be charged by the *Register* for the relevant Service.

16.6 Any liability for consequential damages is expressly excluded.

For purposes of this clause, consequential damages include, without limitation:

- (i) indirect or consequential damages,

- (ii) loss and/or delay of production, loss of products, loss of use, loss of bargain, loss of revenue, loss of profit or anticipated profit, loss of business and business interruption, in each case directly or indirectly.

16.7 The Parties are not entitled to assign the performance of obligations under these General Terms and Conditions or parts thereof to third parties without the prior written consent of the other Party.

16.8 If during the term of the Contract, there is a transfer of function due to change of status (merger, acquisition, division, etc.), all obligations and rights under these General Terms and Conditions and associated Contract will be transferred to the legal successor of the Party concerned.

Article 17 GOVERNING LAW AND RESOLVING OF DISPUTES

17.1 These General Terms and Conditions and any dispute or claim between the Parties arising from or in connection with it, or the Services provided hereunder, will be governed and interpreted in accordance with the English law.

17.2 The Parties shall use their reasonable efforts to resolve any claim or dispute arising in relation to rendered Service by negotiations within a reasonable time.

17.3 Should the Parties fail to resolve any claim or dispute by negotiations, the dispute shall be exclusively subject to the jurisdiction of the Permanent Arbitration Court with the Croatian Chamber of Economy in Zagreb, Republic of Croatia.

17.4 The Parties agree to keep the any arbitration proceedings confidential.

17.5 Notwithstanding the above, any claim not presented within three (3) months of the completion of the particular Services, or within three (3) months of from the date when the events which are relied on were first discovered by the Client, shall be deemed waived and absolutely time barred.

17.6 Any objections against the line adopted by any of the *Register's* servants in fulfilling their duties or against the conclusions reached are to be raised to the *Register* by the Party as soon as possible.

If the Party is not satisfied with the final conclusions and interpretations by the *Register* the arbitration lays upon the Commission for appeal for Classification and Statutory certification of ships, which is to be formed according to the Regulation 39 of the Charter of the *Register*.

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REVIEW OF AMENDMENTS IN RELATION TO PREVIOUS EDITION OF THE RULES

RULES FOR THE CLASSIFICATION OF SHIPS

Part 1 - GENERAL REQUIREMENTS

Chapter 2 – Survey during construction and initial survey

All major changes in respect to Rules for the classification of ships, Part 1 – General requirements, Chapter 2 – Survey during construction and initial survey, edition July 2024, throughout the text are shaded (if any).

Items not being indicated as corrected have not been changed.

The grammar and print errors have been corrected throughout the Rules and are not subject to above indication of changes.

The subject Chapter of this part of the Rules includes the requirements of the following international Organisations:

International Maritime Organization (IMO):

Resolutions: MEPC.379(80) 2023, Guidelines for the development of the inventory of hazardous materials

Circulars: MSC/Circ.1142/MEPC/Circ.425, Marking the ship's plans, manuals, and other documents with the IMO identification number
MSC/Circ.1135, As-built construction drawings to be maintained on board the ship and shore
MSC.1/Circ.1379, Unified interpretation of SOLAS Regulation II-1/3-5
MSC.1/Circ.1426/Rev.1, Unified interpretation of SOLAS Regulation II-1/3-5 and MSC.1/Circ.1379
MSC.1/Circ.1374, Information on prohibiting the use of asbestos on board ships

International Association of Classification Societies (IACS):

Unified Requirements (UR):

S14 (rev. 7, Dec 2022), Z23 (rev. 7, corr. 2, May 2023), Z28 (Oct 2020, corr. 1, June 2021)

Procedural Requirements (PR):

PR1A (rev. 9, Aug 2023), PR1B (rev. 7, June 2024), PR1D (rev. 2, May 2019), PR42 (June 2024)

Unified Interpretations (UI):

LL77 (Dec 2011, corr. 1 Dec 2021), SC226 (rev. 1, Dec 2012), SC 249 (rev. 2, Jan 2024)

Recommendations (Rec.):

Rec. 47 (rev. 10, Sep 2021), Rec. 72 (rev. 3, Dec 2018), Rec. 78 (Sep 2002), Rec. 91 (rev. 3, April 2019),
Rec. 177 (Dec 2023)

Chapter 2 **SURVEY DURING CONSTRUCTION AND INITIAL SURVEY**

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1 SURVEY DURING CONSTRUCTION

1.1 GENERAL REQUIREMENTS

1.1.1 This Section of this Chapter of the Rules prescribes requirements for the survey during construction for the purpose of classification of newbuildings, directly comprising the following:

- .1 Approval of technical documentation of the ship.
- .2 Survey at the premises of the manufacturer during the manufacture of the materials, machinery, installations, and equipment to be installed onboard ship.
- .3 Survey during construction of the ship at the premises of the shipyard, as stated in 1.3.
- .4 Survey during sea trials and final tests.
- .5 Issue of the Certificate of class upon satisfactory completion of the survey.

This Section of the Rules is applicable to all ships or floating units, irrespective of their size or navigation area when being built under the survey of the *Register* for the purpose of classification.

Notwithstanding the above, the *Register* reserves the right to deviate from these requirements in justified cases where the survey during construction is desired for ships not intended to be engaged on international voyages. As a general rule, such deviations will not be accepted in respect of structural strength, intact stability, machinery installations, and electrical equipment covered by the classification.

Compliance with class related requirements does not relieve the interested party from complying with any statutory requirement demanded by the Flag State Administration.

Prior commencing any activities related to construction, it is necessary to submit the "Request for Survey During Construction" to the Head Office of the *Register*.

This Section of this Chapter of the Rules shall also apply to shipyard subcontractors, when performing fabrication works which are falling under the scope of the classification survey as defined in the following paragraphs.

The Rules that will be applied for class assignment to newconstruction are those being at force at the date of "contract for construction". For further details regarding the date of "contract of construction", refer to the *Rules for the classification of ships, Chapter 1 - General information, 5.14*.

For vessels with rule length less than 24 meters, specific provisions of the *Rules for the classification of ships, Part 34 - Rules for the classification of vessels of less than 24 meters in length* should apply.

For yachts with rule length of 24 meters and above, specific provisions of the *Rules for the classification of ships, Part 35 - Yachts* should apply.

NOTE: For floating docks specific provisions of the Guidelines for floating docks should apply.

1.1.2 Activities which are foreseen to be undertaken in a view of:

- .1 major modifications or conversions (see the *Rules for the classification of ships, Chapter 1 - General information, 2.22*), or
- .2 significant repairs, or
- .3 modifications or alternations of the equipment, or
- .4 change of navigation area, or
- .5 change in the number of passengers,

directly comprises activities required for newbuildings, as specified in 1.1.1, to the extent as deemed necessary and reasonable by the *Register*, considering each specific case separately.

Conversion of existing vessel to a passenger ship

1.1.3 Where an existing vessel, irrespective of the date of built and its navigation area, is converted into passenger ship, requirements as for new passenger ships are to apply.

Technical documentation

1.1.4 The list of technical documentation, which shall be submitted for information or approval, must be previously agreed with the *Register* for each individual ship, prior commencing submission of such technical documentation.

1.1.5 The list of technical documentation which shall be submitted to the *Register* for information is stated in 1.2.1 (and where specifically stated otherwise), while the list of technical documentation, which shall be submitted for approval, is given in 1.2.2 to 1.2.18.

The following documentation shall be submitted:

- .1 Drawings, plans, and specifications as required by the relevant parts of the Rules.
- .2 Corresponding technical descriptions, calculations, and data, including material specifications.
- .3 Outline specification of the ship.

The extent of the technical documentation for ships having special design features shall be determined for each such ship in agreement with the *Register*.

Notwithstanding above, the *Register* reserves the right to request such additional documentation as it deems necessary.

1.1.6 The technical documentation shall be submitted to the *Register*, for information or approval, duly in advance of starting the construction, or exceptionally, duly in advance prior to commencement of particular phase of the construction of the ship, which shall be specially arranged with the *Register*.

All information which may influence the judgement and decisions made by the *Register* during the process of approval shall be made available to the *Register*. It is the responsibility of the shipbuilder to ensure that such information is brought to the attention of the *Register* in timely manner.

For ships to be engaged on international voyages, the technical documentation shall be submitted in English (mandate).

The technical documentation may be submitted to the *Register* either electronically, or as a paper copy.

If the technical documentation is to be approved electronically, the *Register* shall prepare specific instructions for submission and approval of technical documentation for each project.

If the technical documentation is to be submitted in a paper copy, it shall be submitted to the *Register* for information or approval in triplicate, unless otherwise required or agreed.

1.1.7 The technical documentation shall be prepared in accordance with common good shipbuilding practice and shall be elaborated and completed with all necessary data to enable verification that the design of the ship complies with the relevant requirements of the Rules.

In case of conflicting information, the submitted documentation will be considered in the following order for precedence: Design data, Plans, Design and Calculation.

1.1.8 The technical documentation on which the survey is based, must at all times to reflect the actual conditions. Revisions of documentation are therefore to be submitted to the *Register* to the extent such revisions may influence decisions or statements made by the *Register*.

Revisions of already approved documentation are to be submitted to the *Register* for approval prior to being realised. Such documentation shall be specially marked to identify revisions made.

1.1.9 Where applicable, approval of the technical documentation shall be confirmed by the seal of the *Register*. Conditions and restrictions, deriving from plan approval and being relevant for a specific document, may be indicated on the document itself and/or on the pertinent appraisal letter.

The approval does not cover the parts and construction details, contained in the approved technical documentation, which are not covered by the Rules.

1.1.10 If subsequent information indicates that the design solutions are against the requirements of the Rules, the *Register* may revoke approval of the technical documentation at any time.

1.1.11 It is the responsibility of the shipyard to ensure that drawings used for procurement, construction, and other works (shop drawings) are consistent with the technical documentation approved by the *Register*.

1.1.12 The *Register* may, at its discretion and subject to such conditions and reviews as the *Register* considers appropriate, accept plans and documents approved by another Recognized classification society (classification society subject to verification of compliance with IACS QSCS) on the basis of that society's classification rules, in accordance with the principle of equivalence of the rules and other works in accordance with the approved plans and documents, i.e. the *Register* may consider accepting alternatives to its Rules, provided that the *Register* accept that classification rules of that society are deemed to be equivalent.

1.1.13 The technical documentation (plans, manuals and other documents) which is required to be carried on board ships on international voyages constructed on or after 1st July 2005,

according to IMO MSC/Circ.1142/MEPC/Circ.425 (Marking the ship's plans, manuals and other documents with the IMO identification number) should be marked with IMO ship identification number¹⁾ in clearly legible and unambiguous manner. The originator of such technical documentation should ensure that the IMO ship identification number is marked on it prior to submission for approval to the *Register*.

1.1.14 As required by IMO MSC/Circ.1135 (*As-built construction drawings to be maintained on board the ship and shore*) on completion of survey during construction, as required by 1.1.13, the following technical documentation with IMO identification number entered shall be maintained on board the ship and ashore:

- .1 General arrangement plan.
- .2 Capacity plan.
- .3 Stability file and hydrostatic curves.
- .4 Loading Manual, where required.
- .5 Midship section, with dimensions of main structural elements entered.
- .6 Scantling plan.
- .7 Decks.
- .8 Shell expansion.
- .9 Transverse bulkheads.
- .10 Rudder and rudder stock.
- .11 Cargo hatch covers, where applicable.
- .12 Bilge, ballast, and cargo piping diagrams.

Field survey at the premises of the shipyard

1.1.15 During construction, the Surveyor should have safe access to all works which directly or indirectly affect the classification survey. In that regard the shipyard shall provide the necessary facilities and a safe working environment for the safe execution of the survey. This includes, but is not limited to, provision of suitable and safe means of access, i.e. scaffolding, working platforms and associated equipment, illumination, ventilation, temporary barriers, guardrails or other equivalent arrangements to prevent falling, and the posting of warnings about potential hazards from falling objects from the work areas. The safety measures and arrangements to be applied should be agreed between the shipyard and the *Register* in advance, prior commencement of survey.

NOTE: For additional requirements relating to safety of Surveyors the following may be also considered (as far as applicable): IACS Recommendation 91 - "Guidelines for acceptance / approval of alternative means of access", IACS Recommendation 78 - "Safe use of portable ladders for close-up survey", IACS Recommendation 72 - "Confined space safe practice", EU Directive 2001/45/EC, amending Council Directive 89/655/EEC concerning the minimum safety and health requirements for the use of work equipment by workers at work.

It is the duty of the shipyard to duly notify and arrange with the local Branch office of the *Register* on the surveys and testing to be performed when each phase during construction to be inspected by the *Register* is completed.

Upon such notice, the Surveyor shall inspect the work performed to determine whether the requirements of the Rules have been met.

The scope of the survey will be determined by the *Register* based on elements such as experience feedback, patrolling and spot checks. The survey may consist of a

¹⁾ IMO Ship Identification Scheme adopted by IMO Res. A.1117(30) has been made mandatory through SOLAS, Regulation XI-1/3

combination of visual inspections, witnessing during tests and measurements and review of records.

For hull surveys of ships falling under the provisions of IACS UR Z23 - "Hull survey of newconstruction" specific survey requirements are to be applied. For this purpose, the shipyard is to comply with the criteria given in UR Z23 and provide documentation stated therein. Shipyard subcontractors must also comply with IACS UR Z23.

IACS UR Z23

For requirements related to survey during construction of hull, building in of machinery, installations and equipment see 1.3 also.

For requirements related to testing during construction see 1.4 also.

If applicable, Cable Transit Seal Systems Register must be reviewed to confirm that it includes a list of watertight cable transits, applicable cable transit information and sections to maintain in-service maintenance and survey records.

IACS UR Z28

Testing program

1.1.16 During construction of the ship, the shipyard shall develop a Testing Program (functional testing program) to the satisfaction of the *Register*. This Program shall include testing during harbour and sea trials.

This Program shall specify systems, arrangements and equipment which are to be tested together with the test procedures. These tests must provide evidence of satisfactory operation and performance in accordance with the Rules.

In order to verify compliance with the Rules, the *Register* reserves the right to require additional tests.

Materials and products

1.1.17 For the purpose of survey during construction, all materials, machinery, auxiliary installations, equipment, etc., covered by the classification and intended to be installed on board ship are to be new and, where applicable, are to be surveyed during production at the premises of the manufacturer, which in certain cases also requires approval of the technical documentation.

1.1.18 Second-hand materials, machinery, auxiliary installation, equipment, etc., may be used subject to approval of the *Register*, for each particular case, but only limited to class related items, on the assumption that such second-hand items comply with the applicable Rules requirements for newbuildings, including statutory requirements where relevant, and provided that the Owner has given written approval.

Defects and damages originated during construction and their repairs

1.1.19 The *Register* may, at any time, reject items found to be defective or contrary to rule requirements or require supplementary inspections and tests and/or modifications, notwithstanding any previous certificates issued.

1.1.20 All repairs require the prior approval of the *Register*. When the limits of tolerance for defects are specified in the Rules concerned or by the manufacturer, they shall be taken into account in repairs.

1.1.21 It is the responsibility of the shipyard to notify the *Register* of any defects noted during the construction of the ship and/or of any item that does not comply with the applicable requirements or is unsatisfactory in any case. Proposals for remedial action intended to be adopted to rectify such defects or unsatisfactory items shall be submitted to the *Register* and, if accepted, carried out to the satisfaction of the Surveyor.

1.1.22 Guidance to general welding repair work is given in IACS Recommendation No. 47 - "Shipbuilding and Repair Quality Standard", SARQS, Part A.

Other requirements

1.1.23 As a prerequisite for construction of ships with hull made from reinforced plastics suitability of the builder (workshop) for performance of such works shall be certified by the *Register* through relevant builder (workshop) approval.

1.1.24 Welding on steel or aluminium structures shall be performed by approved welders using approved welding consumables and according to approved welding procedures (see the *Rules for the classification of ships, Part 26 - Welding, Section 1*).

1.1.25 *Item intentionally void.*

1.1.26 For the requirements related to survey during construction of fishing vessels see the *Rules for statutory certification of fishing vessels, Part A, Chapter 2 and Part B, Chapter 3, Chapter 4, and Chapter 5*.

Date of initial classification for newbuildings

1.1.27 As a rule, for newbuildings the date of initial classification coincides with the date of build.

Ships built under dual class agreement with other Recognized classification society

1.1.28 If the survey during construction is being performed on the ship dually classed with other Recognized classification society (classification society subject to verification of compliance with IACS QSCS) the following should apply:

- .1 Each society (the *Register* and the other class Society) acts on behalf of the other society in accordance with the trilateral agreement adopted by the two societies and the shipyard. This agreement shall clearly define modalities such as submission of plans, rules to be applied, harmonizing and resolution of plan approval comments between societies.
- .2 Each society is to perform review and approval of plans as appropriate in accordance with the trilateral agreement.
- .3 Each society is to perform the survey during fabrication, construction and testing of the vessel in accordance with the trilateral agreement, and/or the bilateral agreement adopted by the two societies, if any.
- .4 Each society is to share information and records related to new construction such as plan approval including following up and closing of comments imposed, surveys, inspection, witnesses and tests, etc., to

perform the surveys and verify compliance with the relevant requirements.

- .5 Each society is to issue a certificate of classification for the vessel upon satisfactory completion of new construction survey process.

IACS UR PR1B, Section C

Implementation of SOLAS II-1, Regulation 3-5 and MSC.1/Circ.1379²⁾

1.1.29 Prohibition of the installation of asbestos (SOLAS Ch. II-1, Regulation 3-5): From 1st January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.

IMO MSC.1/Circ.1379 (*Unified interpretation of SOLAS Regulation II-1/3-5*)³⁾: From 1st January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited. In the context of this regulation, new installation of materials containing asbestos means any new physical installation on board. Any material purchased prior to 1st January 2011 being kept in the ship's store or in the shipyard for a ship under construction, should not be permitted to be installed after 1st January 2011 as a working part⁴⁾.

Interpretation

NOTE: For additional clarification, the following interpretation of MSC.1/Circ.1379 should be applied:

- Verification that "new installation of materials which contain asbestos" under SOLAS, Regulation II-1/3-5 requires the *Register* to review asbestos-free declarations and supporting documentation, for the structure, machinery, electrical installations and equipment covered by the SOLAS Convention, which shall be provided to the *Register*, by repair yards, and equipment manufacturers taking into account Appendix 6 of the 2023 Guidelines for the development of the inventory of hazardous materials (IMO Res. MEPC.379(80)) for
 - new construction (keel laid, or at a similar stage of construction, on or after 1st July 2012);
 - conversions (contract date for the conversion or, in the absence of a contract, the date on which the work identifiable with the specific conversion begins) on or after 1st July 2012.
- The phrase "new installation of materials containing asbestos"⁵⁾ in MSC.1/Circ.1379:
 - means that material used (i.e., repaired, replaced, maintained or added) as a working part of the ship as per "indicative list" of products which is installed on or after 1st July 2012 is required to be documented with an asbestos-free declaration. The *Administration* or the *Register* shall review this documentation, in consultation with the Company's nominated person responsible to control asbestos containing material onboard, as per the Safety Management System in accordance with the Guidelines for maintenance and monitoring of on-board material containing asbestos (MSC/Circ.1045), during annual safety construction and safety equipment surveys; and
 - does not preclude the stowage of material which contains asbestos onboard (e.g., spare parts existing on board as of 1st July 2012).
- The phrase "should not be permitted to be installed after 1 January 2011 as a working part" in IMO MSC.1/Circ.1379 means that

replacement, maintenance or addition of materials used for the structure, machinery, electrical installations and equipment covered by the SOLAS Convention which contain asbestos is prohibited

4. The "indicative list" of products that are presumed that might contain asbestos is given in IMO Res. MEPC.379(80), Appendix 5, paragraph 2.2.3.2, as listed below:

Structure and/or equipment	Component
Propeller shafting	Packing with low pressure hydraulic piping flange Packing with casing Clutch Brake lining Synthetic stern tubes
Diesel engine	Packing with piping flange Lagging material for fuel pipe Lagging material for exhaust pipe Lagging material turbocharger
Turbine engine	Lagging material for casing Packing with flange of piping and valve for steam line, exhaust line and drain line Lagging material for piping and valve of steam line, exhaust line and drain line
Boiler	Insulation in combustion chamber Packing for casing door Lagging material for exhaust pipe Gasket for manhole Gasket for hand hole Gas shield packing for soot blower and other hole Packing with flange of piping and valve for steam line, exhaust line, fuel line and drain line Lagging material for piping and valve of steam line, exhaust line, fuel line and drain line
Exhaust gas economizer	Packing for casing door Packing with manhole Packing with hand hole Gas shield packing for soot blower Packing with flange of piping and valve for steam line, exhaust line, fuel line and drain line Lagging material for piping and valve of steam line, exhaust line, fuel line and drain line
Incinerator	Packing for casing door Packing with manhole Packing with hand hole Lagging material for exhaust pipe
Auxiliary machinery (pump, compressor, oil purifier, crane)	Packing for casing door and valve Gland packing Brake lining
Heat exchanger	Packing with casing Gland packing for valve Lagging material and insulation

²⁾ For more requirements regarding prohibition of the installation of asbestos, as well as regarding requirements related to ship recycling refer to the *Rules for technical supervision of sea-going ships, Part 32 – Ship recycling*

³⁾ Provisions of MSC.1/Circ.1426/Rev.1 *Unified interpretation of SOLAS Regulation II-1/3-5 and MSC.1/Circ.1379* should be taken into account also

⁴⁾ With regard to action to be taken in case of contraventions of the SOLAS Convention regulation II-1/3-5 refer to IMO MSC.1/Circ.1374 (*Information on prohibiting the use of asbestos on board ships*)

⁵⁾ "Materials containing asbestos" means that asbestos is present in the product/material above the threshold value stipulated in row A-1 of the table A of appendix 1 of resolution MEPC.379(80)

Structure and/or equipment	Component
Valve	Gland packing with valve, sheet packing with piping flange Gasket with flange of high pressure and/or high temperature
Pipe, duct	Lagging material and insulation
Tank (fuel tank, hot water, tank, condenser), other equipment (fuel strainer, lubricant oil strainer)	Lagging material and insulation
Electric equipment	Insulation material
Airborne asbestos	Wall, ceiling
Ceiling, floor, and wall in accommodation area	Ceiling, floor, wall
Fire door	Packing, construction, and insulation of the fire door
Inert gas system	Packing for casing, etc.
Air-conditioning system	Sheet packing, lagging material for piping and flexible joint
Miscellaneous	Ropes Thermal insulating materials Fire shields/fire proofing Space/duct insulation Electrical cable materials Brake linings Floor tiles/deck underlay Steam/water/vent flange gaskets Adhesives/mastics/fillers Sound damping Moulded plastic products Sealing putty Shaft/valve packing Electrical bulkhead penetration packing Circuit breaker arc chutes Pipe hanger inserts Weld shop protectors/burn covers Fire-fighting blankets/clothing/equipment Concrete ballast

IACS UI SC249

Application of Load Line Requirements to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers

1.1.30 In case of conversions of single-hull oil tankers to double-hull oil tankers or bulk carriers and falling under provision of the International Convention on Load Lines, 1966, as amended, and when the *Register* acts as Recognized organization on behalf of the Flag State Administration, provisions of IACS UI LL77 are to be applied.

Application of SOLAS Regulations to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers

1.1.31 In case of conversions of single-hull oil tankers to double-hull oil tankers or bulk carriers and falling under

provision of the SOLAS, and when the *Register* acts as Recognized organization on behalf of the Flag State Administration, provisions of IACS UI SC226 are to be applied.

Delivery date

1.1.32 With regard to the application of statutory requirements and according to IMO MSC-MEPC.5/Circ.8 “delivery date” means the completion date (day, month and year) of the survey on which the certificate is based (i.e. the initial survey before the ship is put into service and certificate issued for the first time) as entered on the relevant statutory certificates.⁶⁾

Goal-based ship construction standards for bulk carriers and oil tankers

1.1.33 For oil tankers and bulk carriers subject to SOLAS, Chapter II-1, Part A-1, Regulation 3-10, and subject to compliance with IMO Res. MSC.287(87), IMO Res. MSC.290(87), IMO Res. MSC.454(100) and IMO MSC.1/Circ.1343, readily available documentation is to include the main goal-based parameters and all other relevant design parameters that may limit the operation of the ship.

Procedure for assigning class for a newbuilding project when the design is already approved by the Initial society

1.1.34 For the Procedure for assigning class for a newbuilding project when the design is already approved by the Initial society according to IACS PR42 refer to 1.5.

1.2 TECHNICAL DOCUMENTATION

Below given list provides general definitions of technical documentation categories and types based on the understanding of the *Register*⁷⁾.

Specific requirements for documentation submission may be additionally agreed for particular project.

1.2.1 General documentation (OD):

- .1 Outline specification of a ship.
- .2 General arrangement.
- .3 Capacity plan.
- .4 Plan of ship's lines (including offset table).
- .5 Docking plan.

1.2.2 Hull (TR):

- .1 Midship section, including typical sections and general specifications.
- .2 Longitudinal section.
- .3 Shell expansion.
- .4 Decks.
- .5 Cargo hatchways.
- .6 Double bottom.
- .7 Watertight/oiltight bulkheads.
- .8 Pillars and girders.
- .9 Structural strengthening.
- .10 Ship's end structures with posts.
- .11 Propeller shaft struts and bossings.
- .12 Engine and thrust bearing seatings.

⁶⁾ Provisions of IMO Circular Letter No.4204/Add.7 (Coronavirus (COVID-19) – Guidance concerning unforeseen delays in the delivery of ships) and IMO MSC.1/Circ.1637 (Unified interpretation of SOLAS Regulation II-1/3-10 concerning the term “unforeseen delay in delivery of ships” during

the coronavirus (COVID-19) pandemic), are to be taken into account, if applicable
⁷⁾ It shall be noted that submitted document may cover more than one of the listed requirements, and that single requirement may be covered by more than one submitted document

- .13 Superstructures and deckhouses.
- .14 Side, bow, and stern doors.
- .15 Arrangements on bottom plating for In-water survey (if **IWS** character of class is requested). For the purpose of facilitating the performance of the In-water surveys the following plans are to be submitted and are to indicate the location and/or the general arrangement of:
- all shell openings,
 - the stem,
 - rudder and fittings,
 - the sternpost,
 - the propeller, including the means used for identifying each blade,
 - anodes, including securing arrangements,
 - bilge keels,
 - welded seams and butts,
 - marking with type, position, size, paint, tank abbreviation table.
- .16 Attachment of masts, posts, and cranes to deck structure, including support structure.
- .17 Bilge keels (material grades, welded connections, and detail design).
- .18 Welding and welds non-destructive test plan.
- .19 Corrosion control and protection, ballast tanks and cargo spaces (scheme for the selection, application, and maintenance of the corrosion prevention system for seawater ballast tanks).
- .20 Manuals and plans (preliminary and final), as follows, as far as applicable:
- a) Loading Manual (typical loading and discharging sequences).
 - b) Loading Manual for grain loading.
 - c) Loading Manual related to ballast water exchange and Ballast Water Management Plan (BWMP).
 - d) Damage Control Plan.
 - e) Damage Control Booklet.
 - f) Cargo Securing Manual.
 - g) Ship structure access manual.
- .21 Functional testing program.
- .22 Internal forces components calculation (bending moments, shear forces, etc.) for still water.
- .23 Geometrical properties calculation of ship's transverse sections (moments of inertia, etc.).
- .24 In case of direct calculations:
- a) a description of structural modelling,
 - b) a summary of analysis parameters including properties and boundary conditions,
 - c) details of the loading conditions and the means of applying loads.
- .25 Arrangements of permanent and movable means of access to structure to enable close-up examination of the structure in a safe and practical way (only for ships comprising the requirements from SOLAS 74, Regulation II-1/3-6, as amended with IMO Res.

MSC.151(78)). Requirements of IACS UI SC191 (Application of amended SOLAS Regulation II-1/3-6 (Res. MSC.151(78)) and revised Technical provisions for means of access for inspections (Res. MSC.158(78))) should be taken into account also.

- .26 Coating Technical File, for ships subject to compliance with the IMO Performance Standard for Protective Coatings (PSPC) as a class requirement under the IACS Common Structural Rules.

- .27 For ships, except for those defined in SOLAS I/3, Ship Construction File (SCF) shall be prepared by the shipyard and shall be available on-board prior delivery.

NOTE: Oil tankers of 150 meters in length and above and bulk carriers of 150 meters in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers and for which:

- building contract has been placed on or after 1st July 2016,
- in the absence of building contract, the keels of which are laid, or which are at similar stage of construction on or after 1st July 2017, or
- the delivery of which is on or after 1st July 2020,

are to comply with IMO standard "Goal-based ship construction standard for bulk carriers and oil tankers (GBS)". Also, with the amendments of SOLAS (MSC.290(87)), new Chapter II-1, Regulation 3-10 has been added making compliance with GBS requirements mandatory.

As a part of this Regulation requirement for keeping Ship Construction File (SCF) on board and ashore has become mandatory also.

For ships contracted for construction on or after 1st July 2021, Ship Construction File (SCF) should also include a Cable Transit Seal Systems Register, to be prepared by the shipbuilder for watertight cable transits. Cable Transit Seal Systems Register can be in either a hard copy or digitized media. It is to include a marking / identification system, documentation referencing manufacturer manual(s) for each type of cable transit installed, the Type Approval certification for each type of transit system, applicable installation drawings, and a recording of each installed transit documenting the as built condition after final inspection in the shipyard. This is to include sections to record any inspection, modification, repair, and maintenance.

For the information to be included in the Ship Construction File refer to IMO MSC.1/Circ.1343. The Ship Construction File shall be updated whenever any modification of the documentation included occurs.

The Ship Construction File should be available to the *Register* and to the Flag State Administration throughout ship's life, while during regular Annual, Intermediate and Renewal surveys management conditions of the plans and documents contained therein should be verified by the *Register*.

1.2.3 Hull equipment (OT):

- .1 Calculation of equipment number.
- .2 Steering gear system (including rudder, stock, tiller, bearings, and nozzle).
- .3 Anchoring and mooring handling arrangements.
- .4 Towing gear, including emergency towing gear (for oil and chemical tankers with not less than 20,000 tons deadweight, according to SOLAS, Regulation II-1/3-4).
- .5 Signal masts.
- .6 Openings and closing arrangements for shell, decks, and bulkheads (scuttles, watertight doors, hold, and tank hatch covers).

- .7 Scheme of means to different compartments, decks, etc., with indicated emergency exits and escape ways.

1.2.4 Stability (PL):

- .1 Inclining test report.
- .2 Trim and stability book.
- .3 Damage stability calculation (if **SD** class notation is requested).

1.2.5 Machinery installation (ST):

- .1 General arrangement of engines, boilers, and installations in machinery spaces, including specification.
- .2 Plan of seatings and arrangements of holding down bolts for boilers, engines, thrust block, pressure vessels, generators, and other important auxiliary engines.
- .3 Propeller shaft oil gland.
- .4 Shafting alignment calculation.
- .5 Plan of sternpost tubes with details.
- .6 Plan of shafts (propeller shaft, intermediate shaft, thrust shaft).
- .7 Plan of shaft coupling.
- .8 Plan of supporting and thrust bearing.
- .9 Calculation of shaft and couplings.
- .10 Calculation of loading and shaft bearing (not subject to approval).
- .11 Calculation of pulling in of the ship's propeller and coupling.
- .12 Propeller plans (not subject to approval).
- .13 Torsional vibration calculations for the dynamic systems formed by internal combustion engines, generators, and auxiliary engines (of power exceeding 1500 [kW]), flexible couplings, gearing, shafting and propeller where applicable including all branches. For turbine and electric drives, the *Register* will specially consider the necessity of calculation submission in each particular case.
- .14 General plan of shaft lines.
- .15 Propeller blade calculation and attachment of blade to the propeller boss.
- .16 Controllable pitch propeller main element plan (hydraulic cylinder, rod, piston, guide, etc.) and scheme of governing piping.
- .17 Drawing of special type propelling machinery (nozzle propellers, side thruster, etc.).
- .18 Documentation for assignment of **IGS** additional character of class:
 - schematic diagram of inert gas system, including water supply and discharge piping,
 and as applicable plans for:
 - inert gas generating plant,
 - sectional view through gas cooling and cleaning device,
 - sectional view through non-return valves,
 - sectional view through pressure-vacuum breaking device,
 - piping arrangement for inert gas distribution and tank ventilation,

- documentation related to instrumentation and automation (including computer-based control and monitoring),
- instruction manual (covering operational safety requirements and guidelines to be followed in the event of failure of inert gas system).

.19 Documentation for assignment of **COW** additional character of class:

- schematic diagram of crude oil washing system, including dimensions and materials,
- schematic diagram of the stripping and drainage arrangement,
- shadow diagrams showing the tank areas covered by direct impingement from the washing machines (not required for tanks or cargo holds without internal structure),
- documentation showing number, location, make and type of washing machines with nozzle diameters,
- drawings showing installation and supporting arrangement for the washing machines,
- drawings showing the anchoring of piping for crude oil washing,
- drawings showing exact position and arrangement of dipping and gas sampling locations,
- operation and equipment manual,
- documentation related to instrumentation and automation (including computer-based control and monitoring).

1.2.6

Piping (ST):

- .1 Bilge ballast system.
- .2 Ballast system.
- .3 Scheme of piping for heel and trim leveling.
- .4 Scheme of cargo piping, stripping piping and installations for gas freeing of cargo tanks.
- .5 Scheme of sounding pipes, vents, and overflow pipes.
- .6 Exhaust gas system.
- .7 Ventilation system in machinery spaces and cargo holds.
- .8 Oil fuel piping system.
- .9 Lubricating oil system.
- .10 Engine cooling (fresh and seawater) system.
- .11 Compressed air system.
- .12 Feed water and condensate system.
- .13 Steam piping system.
- .14 Scheme of blowing off boiler piping and other installations.
- .15 Hydraulic and pneumatic control piping system.
- .16 Fresh and drinking water piping system.
- .17 Sanitary piping and discharges system.

- .18 Ship side valves and fittings (suction and discharge valves or cocks, blow-down valves or cocks and gratings).
 - .19 Scheme of remote control on quick closing valves.
 - .20 Wastewater treatment system.
 - .21 Crude oil washing system (equipment, piping, fittings).
 - .22 Arrangement of inert gas piping system together with details of inert gas generating plant including all control and monitoring devices.
- 1.2.7 Refrigerating plant (ST):**
- .1 Thermal and energetic balance of the refrigerating plant.
 - .2 General arrangement of refrigerating plant and specification.
 - .3 Description of ventilation and emergency ventilation in refrigerating machinery compartment, and number of air changes.
 - .4 Primary refrigerant gas and liquid circuit diagrams, brine circuit diagrams with particulars of piping, and arrangement of thermostate refrigerant control, manual control, or thermostatically operated refrigerant control valves.
 - .5 Plan of air coolers.
 - .6 General arrangement of the equipment in refrigerating machinery compartment.
 - .7 General arrangement of the equipment in insulated chambers (brine or direct expansion grids, construction, and attachment).
 - .8 General arrangement of insulated chambers with detailed specification of insulation materials, and materials of attachment and linings on all surfaces.
 - .9 Scheme and description of a temperature remote control/measuring station, and arrangement of thermometers in chambers.
 - .10 Plan of safety devices and alarm system.
 - .11 Air cooler defrosting arrangements.
 - .12 Description of the scheme of remote or automatic control.
- 1.2.8 Electrical equipment (EL):**
- .1 General arrangement plan of major electrical equipment (main and emergency generators, main and emergency switchboards, emergency service motors and batteries).
 - .2 Generators - type of prime movers, rated power ([kVA] and [kW]), transient and sub-transient reactance (for total power of all generators greater than 500 [kW] and for generators powered by the main propulsion system e.g. shaft generators, construction details including fittings).
 - .3 Power converters - type, rating [kVA] and voltage (primary/secondary).
 - .4 General arrangement of electrical equipment and installations in hazardous zones and spaces including details of type and equipment, type of protection, temperature class, certifying authority and certificate number.
 - .5 Calculation of short circuit currents at main and emergency switchboard (if total power of all generators is greater than 500 [kW]) including symmetrical component and peak value of short circuit current.
 - .6 Power consumption (load balance) for normal operating loads on the system estimated for the different operating conditions expected (service at sea, in harbour, while manoeuvring, emergency situations, etc.).
 - .7 Single line diagram of all power distribution boards, which is to include:
 - a) arrangement and rating of consumers,
 - b) connected load ([kW] or [A]),
 - c) type and size of cables,
 - d) make, type and rating of circuit breakers and fuses,
 - e) for automatic circuit breakers switch on/breaking power and relay initial setting value.
 - .8 For main and emergency switchboards and large motor control centers (MCC equal or greater than 100 [kW]) the following particulars are to be submitted:
 - a) arrangement drawings with panel front view,
 - b) diagrams of all control circuits, type and size of cables and make, type, size for all equipment,
 - c) bus-bars details including cross section and insulation material of bus-bars support,
 - d) make, type, rating of fuse and switchgear including breaking/making capacity for all circuit breakers used,
 - e) fuse and switchgear release characteristics regarding the selective action of the protective devices,
 - f) calculation of mechanical stress on bus-bars due to short circuit current if the calculated short circuit current is greater than 50 [kA] (r.m.s.).
 - .9 Schematic diagrams of following systems and equipment:
 - a) starters for essential motors,
 - b) starters for thrusters,
 - c) static converters (SCR-units) for essential equipment).
 - .10 Documentation of distribution board for refrigerating equipment.
 - .11 General arrangement of main cable track.
 - .12 Main lighting - cable diagram.
 - .13 Emergency lighting - cable diagram.
 - .14 Documentation of electrical propulsion system (if fitted).
 - .15 Signal and navigation lights - cable diagram.
 - .16 Internal communication and signalling system.
 - .17 Fire detection and alarm system.
 - .18 Diagram of cable routes.
 - .19 For passenger ships - general arrangement plan of the ship showing the vertical fire

zones and location of equipment and cable routes of:

- a) emergency lighting,
 - b) fire detection, alarm, and extinction system,
 - c) public address system,
 - d) general alarm,
 - e) watertight doors,
 - f) system for emergency stop of fuel oil pumps and fans.
- .20 Location and technical characteristics of batteries.
- .21 For ships contracted for construction on or after 1 July 2021 and to which IACS UR Z23 apply, a Cable Transit Seal Systems Register shall be provided by the ship-builder for all watertight cable transits fitted to the vessel. Cable Transit Seal Systems Register can be in either a hard copy or digitized media. It is to include a marking / identification system, documentation referencing manufacturer manual(s) for each type of cable transit installed, the Type Approval certification for each type of transit system, applicable installation drawings, and a recording of each installed transit documenting the as built condition after final inspection in the shipyard. It is to include sections to record any inspection, modification, repair, and maintenance. For manned vessels, the Cable Transit Seal Systems Register shall be held onboard of the vessel. For unmanned vessels, if a suitable storage location does not exist onboard, the Cable Transit Seal Systems Register may be held ashore, with the Cable Transit Seal Systems Register to be readily available for the attending surveyor.

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1.2.9 Automation (EL):

- .1 List of systems (control, alarm, safety) including component maker and type.
- .2 List of monitored, control, and alarm points.
- .3 Arrangement scheme of systems and components.
- .4 Location and details of control panels and consoles.
- .5 Essential block diagrams for control, alarm, and safety system of the following:
 - a) main propelling machinery including essential auxiliaries,
 - b) bilge and ballast systems,
 - c) oily water separators,
 - d) electric generating plant,
 - e) boilers and incinerators,
 - f) air compressors,
 - g) cargo pumping systems for tankers,
 - h) cargo and ballast pumps in hazardous areas,
 - i) controllable pitch propeller and side thrusters,
 - j) inert gas generators,
 - k) steering gear,

- l) oil fuel transfer and storage systems (purifiers and oil heaters),
- m) any other automated system (e.g. lifts, evaporatory and distilling systems, etc.).

- .6 Details of the overall alarm system linking the main control station, subsidiary control stations, the bridge and accommodation area.
- .7 Flow charts for programmable electronic systems including configuration details and system requirement specification.
- .8 Test schedules which should include methods of testing and test facilities provided.

1.2.10

Fire protection (PZ):

- .1 General arrangement plan showing the main fire zones, escape stairways and the fire compartmentation bulkheads and decks within the main fire zones, including details of construction of the fire protection bulkheads, decks, fire doors and the particulars of any surface laminates employed.
- .2 General arrangement plan showing disposition of all the firefighting equipment including the fire main, the fixed fire extinguishing systems in the cargo holds, on deck and in the machinery spaces, the disposition of the portable and non-portable extinguishers and the types used and the position and details of the firemen's outfits.
- .3 Plan showing the layout and construction of the fire main, including the main and emergency fire pumps, isolating valves, pipe sizes and materials, the international shore connections, and the cross connections to any other system.
- .4 Plan showing details of each fixed firefighting system, including calculations for the quantities of the media used and the proposed rates of application.
- .5 Ventilation plans showing the ducts and any dampers in them, and the position of the controls for the stopping the system.
- .6 Plan showing the location and arrangement of the emergency stop for the oil fuel unit pumps and for closing the valves on the pipes from oil fuel tanks.
- .7 Plans showing sprinkler and/or detection system, fire alarm system and remote control for the fire doors as and if applicable.

1.2.11

Carriage of chemicals:

For additional documentation see the *Rules for the classification of ships, Part 27 - Chemical tankers*.

1.2.12

Floating docks:

The following documentation for docks of caisson type, as well for docks of the pontoon type should be submitted:

- .1 General arrangement plan, showing the arrangement of compartments and tanks.
- .2 Drawings of longitudinal and transverse sections, showing all scantlings and the

- position of longitudinal and transverse girders, and of watertight bulkheads.
- .3 Drawings of the wing walls with top deck and safety deck, bottom caisson, or non-contiguous pontoons.
- .4 Drawings of the structural elements of pontoon decks which transfer the forces pontoon - wing wall-pontoon in way of the pontoon gaps.
- .4 Admissible loads and deflections according to the dock Operating Instructions.
- .5 Pumping diagram showing the differences in pressure between the inside water and the outside water over the total docking procedure.
- .6 Strength calculations for the various longitudinal and transverse load conditions as well as proof of local strength.
- .7 Plans of machinery and electrical installations.
- .8 Plans of piping systems and of fire protection and extinguishing appliances.
- .9 Stability calculations and hydrostatic curves.
- .10 Operating manual.
- .11 Crane load distribution.
- .12 Particulars of indicator systems for tank water level and drafts.
- .13 Particulars of deflection indicating system.

1.2.13 Documentation for the assignment of **FIR** additional character of class:

- .1 Schematic diagram of the fixed self-protection water spraying system.
- .2 Structural fire protection plan of exterior boundaries of the ship.
- .3 Schematic diagram of water fire extinguishing system for fighting of external fires.

In case of ships equipped with foam fire extinguishing system for fighting external fires, in addition to above stated the following shall be submitted, also, but only in case of fitting of fixed low expansion foam fire extinguishing system.

- .4 Schematic diagram of foam fire extinguishing system for fighting of external fire.

1.2.14 For documentation for the assignment of **PC xx** additional character of class refer to the *Rules for the classification of ships, Part 29 – Polar Class Ships and Ice Class Ships*.

1.2.15 For documentation for the assignment of **PMON** additional character of class refer to the *Rules for the classification of ships, Part 7 – Machinery installation*.

1.2.16 Documentation for the assignment of **PW-CA** additional character of class:

- .1 Arrangement, design, and equipment specification for accommodation spaces (general design, sleeping accommodation, sanitary spaces, public spaces, mess rooms, sanitary spaces, domestic spaces, medical spaces).
- .2 General arrangement of fixed and removable rails, handrails and lifelines including specification and design details.

- .3 General arrangement of stairways, platforms and ladders including specification and design details.
- .4 Disposition of ladders and gangways.
- .5 Thermal and acoustic insulation plan (including calculations and design details).
- .6 General arrangement of ventilation, air conditioning and heating (including calculations and design details).
- .7 Illumination (lighting) level (design details and testing results).
- .8 Noise prevention (design details and testing results).
- .9 Vibration prevention (design details and testing results).

1.2.17 Documentation for the assignment of **BAT** additional character of class:

- .1 General plan of the vessel.
- .2 Battery system arrangement.
- .3 Electrical power system description, including number of power sources, configuration of lithium batteries and charging facilities.
- .4 Detailed description of lithium battery design, including cell chemistry, cell voltage, system voltage, number of batteries, type approval/test certificates and manufacturer data.
- .5 Functional description of BMS and EMS, shutdown functions, automation functions internal or external, etc.
- .6 Electrical block and wiring diagrams.
- .7 Short-circuit calculation.
- .8 Electrical load balance, including various operational modes, power consumption and charging.
- .9 Testing program that covers vessel's functional tests of battery installation, including safety tests.
- .10 Software description used for alarm, monitoring and control functions.
- .11 Operation manual and maintenance manual.
- .12 Battery system firefighting procedure.
- .13 Risk assessment which covers internal and external safety risks.
- .14 Arrangement plan of the battery installation space with equipment layout.
- .15 Fire detection system.
- .16 Gas detection system.
- .17 Ventilation system.
- .18 Fixed fire extinguishing system.
- .19 Hazardous areas.

1.2.18 For the purpose of assignment of class notation **Tanker for oil**, with the following descriptive class notation **Asphalt carrier intended for the carriage of asphalt in independent tanks (xxx °C)**, the following general requirements are to be considered with regard to assessment of the structure:

- .1 Hull and independent cargo tank structure, including thermal analysis.
- .2 Direct strength analysis, including the following structural integrity analysis:

- a) Cargo hold analysis of the hull girder within the cargo hold region considering combined effects of global and local loads for the yield and ultimate strength/buckling failure modes (assessed using a coarse mesh finite element analysis). This analysis is mandatory for ships having rule length exceeding 90 meters.
 - b) Independent cargo tank analysis including the support structures considering the dynamic cargo pressures, thermal loads, hull girder deflection, as applicable.
 - c) Global fine mesh model of the cargo tank, with its two adjacent holds and tanks (fore and aft). The model is to include the hold, the cargo tank, and the supports.
The assessment of a tank may be waived when the tank is similar enough to an already checked cargo tank.
 - d) Local fine mesh analysis of the critical locations within hull and independent cargo tank primary structure.
- .3 Fatigue assessment of the design of the cargo holds and the independent cargo tanks, being mandatory for ships having rule length exceeding 90 meters.
 - .2 That the materials, components, and equipment, intended for the installation on the ship, have been supervised during construction in accordance with the Rules, and that they have appropriate certificates.
 - .3 That satisfactory functional testing has been carried out to the extent and in the manner prescribed by the approved Testing Program and the requirements of the Rules.
 - .4 That the work carried out (including fabrication tolerances) complies with the applicable Rules, standards, and good shipbuilding practice. IACS Recommendation No. 47 - "Shipbuilding and Repair Quality Standard", SARQS and IACS Recommendation No. 177 - "Shipbuilding and Remedial Quality Standard for Machinery Piping Systems" should be taken as an example of acceptable standards (refer to 1.3.2 and 1.3.3 respectively).
 - .5 That the Class Certificate, record books, operating manuals and other instructions and documentation specified in the Rules, relevant to the Class Certificate, have been placed on board the ship.

1.2.19 For the documentation for the assignment of **GF** additional character of class refer to the *Rules for the classification of ships, Part 33 – Ships using gases or other low-flash-fuel*, C2.5.

1.2.20 For the documentation for the purpose of the assignment of descriptive note **Cyber Security**, refer to the *Rules for the classification of ships, Chapter 6 – Requirements for additional class notations*, Section 6.

1.2.21 For the documentation for the purpose of the assignment of descriptive note **Carriage of Industrial Personnel**, refer to the *Rules for the classification of ships, Chapter 6 – Requirements for additional class notations*, Section 7.

1.2.22 For the documentation for the purpose of the assignment of descriptive note **Transhipping unit**, refer to the *Rules for the classification of ships, Chapter 6 – Requirements for additional class notations*, Section 8.

1.2.23 For the documentation for the purpose of the assignment of descriptive note **Mobile storage unit**, refer to the *Rules for the classification of ships, Chapter 6 – Requirements for additional class notations*, Section 9.

1.3 SURVEY DURING CONSTRUCTION OF HULL, BUILDING IN OF MACHINERY, INSTALLATIONS AND EQUIPMENT

1.3.1 This survey shall verify:

- .1 That the construction and scantlings of the ship complies with the requirements of the Rules and approved plans and that the required materials are used.

1.3.2 Shipbuilding quality standards for the hull structure during new construction are to be reviewed and agreed during the kick-off meeting.

Structural fabrication shall be carried out in accordance with IACS Recommendation No. 47 - "Shipbuilding and Repair Quality Standard", SARQS, or a Recognized Fabrication Standard (RFS) which has been accepted by the *Register* prior to the commencement of fabrication/construction. The work shall be carried out in accordance with the Rules and under survey of the *Register*.

1.3.2.1 For ships contracted for construction on or after 1 July 2021 and to which provisions of IACS UR Z23 apply, the *Register* may accept an RFS as an alternative to IACS Recommendation No. 47 provided that 1.3.2.1 or 1.3.2.2 is complied with as applicable.

Where a RFS is well established and has well documented history (3 or more years prior to the new vessel contract) of successful application to similar designs as the new vessel and that history is for the same Shipyard as the new vessel. Then the Shipyard is to create a summary document referencing the RFS to be used in construction and highlighting any limitations to usage of the selected RFS. This summary document shall be included with the "record of kick-off meeting" for the vessel.

The summary document is also to be included in the SCF, (for Tankers and Bulk Carriers subject to SOLAS Chapter II-1, Part A-1, Regulation 3-10 per Appendix 2, Table A, Tier II, Item 11), as applicable.

1.3.2.2 Where a RFS is new or revised or otherwise not as per 1.3.2.1 the following steps are to be carried out:

- (a) The tolerances and fabrications standards of the RFS are to be compared with those of Recommendation No. 47. Any that are less stringent than those of Recommendation No. 47 are to be identified.
- (b) The tolerances and fabrication standards of the RFS identified in 1.3.2.2(a) are to be

assessed to determine the acceptability for use and/or any restrictions for usage for the subject (or proposed) design. Details of how the acceptability for use and/or restrictions are to be recorded, and,

- (c) A summary document including the outcomes of 1.3.2.2(a) and 1.3.2.2(b) shall be compiled. This document is to also include a reference to the RFS, details of the tolerance and fabrication standards not analysed as part of 1.3.2.2(b) and any limitations to the usage of the RFS.

The summary document shall be included with the “record of the kick-off meeting” of the vessel. The summary document is also to be included in the SCF, (for Tankers and Bulk Carriers subject to SOLAS Chapter II-1, Part A-1, Regulation 3-10 per Appendix 2, Table A, Tier II, Item 11), as applicable.

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1.3.3 Where established and recognized shipbuilding or international standards accepted by the *Register* do not exist, IACS Recommendation No. 177 - "Shipbuilding and Remedial Quality Standard for Machinery Piping Systems" shall be applied.

The applicability shall be agreed with the *Register* for each particular case.

IACS Recommendation No. 177 provides guidance on shipbuilding quality standards for the machinery piping systems during ship new construction phase and the remedial standard where the quality standard is not met. It generally applies to:

- machinery piping systems falling within the scope of the requirements prescribed by the Rules of the *Register*,
- piping systems serving for ship propulsion, electricity generation and navigation safety and other machinery piping systems,
- machinery piping systems constructed from carbon steel, carbon manganese steel, alloy steel, stainless steel, or other non-ferrous materials normally installed on board ships for services listed in IACS UR P2, Table 1.

However, IACS Recommendation No. 177 does not cover the quality requirements for product manufacture of piping equipment and piping components, regardless of whether they are made inside or outside of the shipyard. Evidence of acceptance should be provided by accompanying documentation from the surveyor of the *Register* at the manufacturer, where required and verified by the shipyard, and provided to the *Register* prior to commencement the fabrication of:

- Pipes and flexible hose assemblies,
- Piping fittings, e.g., flanges, forged elbows, bellows, mechanical joints,
- Piping components, e.g., valves, gaskets etc.,
- Piping equipment, e.g., pumps, pressure vessels.

1.3.4 If subsequent information gives objective evidence that the works performed are not in compliance with requirements stated in 1.3.1, the *Register* reserves the right to revoke survey during construction.

1.4 REQUIREMENTS FOR TESTING DURING CONSTRUCTION

1.4.1 Testing procedures of watertight compartments

1.4.1.1 Procedures for tank testing and testing of boundaries are to confirm the watertightness of tanks and watertight boundaries, the structural adequacy of tanks and weathertightness of structure / shipboard outfitting. Subject testing should be performed on:

- .1 New ships prior delivery, and
- .2 Structure involved in, or affected by, major conversions or repairs (repair affecting structural integrity) on existing ships.

1.4.1.2 For detailed requirements on the application and testing procedures refer to the *Rules for the classification of ships, Part 2 - Hull*, Sections 11.6, 11.7, 11.8 and 11.9, or IACS UR S14 - "Testing procedures of watertight compartments", depending on the type of the ship:

- .1 SOLAS ships (including CSR Bulk carriers and CSR Tankers);
- .2 Ships exempted from SOLAS, Ch. II-1, Regulation 11 and ships performing testing deemed equivalent to the requirements of SOLAS, Ch. II-1, Regulation 11 by the Flag State Administration;
- .3 Non-SOLAS ships.

1.4.1.3 Testing procedures of watertight compartments for SOLAS Ships (including CSR BC & OT) are to be carried out in accordance with the Section 11.7 of the *Rules for the classification of ships, Part 2*, or PART A of IACS UR S14, unless:

- .1 the shipyard provides documentary evidence of the shipowner's agreement to a request to the Flag Administration for an exemption from the application of SOLAS Chapter II-1, Regulation 11, or for an equivalency agreeing that the content of PART B of IACS UR S14 is equivalent to SOLAS Chapter II-1, Regulation 11; and
- .2 the above-mentioned exemption/equivalency has been granted by the responsible Flag Administration.

1.4.1.4 Testing procedures of watertight compartments are to be carried out in accordance with in accordance with the Section 11.8 of the *Rules for the classification of ships, Part 2*, or PART B of IACS UR S14 and those SOLAS ships (including CSR BC & OT) for which:

- .1 the shipyard provides documentary evidence of the shipowner's agreement to a request to the Flag Administration for an exemption from the application of SOLAS Chapter II-1, Regulation 11, or for an equivalency agreeing that the content of PART B of IACS UR S14 is equivalent to SOLAS Chapter II-1, Regulation 11; and
- .2 the above-mentioned exemption/equivalency has been granted by the responsible Flag Administration.

The above requirements, now excluding procedures for testing of watertight compartments for non-SOLAS ships, are to be applied to ships contracted for construction on or after **1 January 2024**.

1.4.1.5 Testing procedures of watertight compartments for non-SOLAS ships (see SOLAS Chapter I, Regulation 1 and Regulation 3) are to be carried out in accordance with the Section 11.9 of the *Rules for the classification of ships, Part 2*, or PART C of IACS UR S14,. Subject provisions are to be applied to ships contracted for construction on or after **1 January 2024**.
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1.4.2 Anchor windlass testing

1.4.2.1 Each anchor windlass shall be tested under normal working conditions to demonstrate satisfactory operation.

Each required anchor handling unit shall be tested for braking, clutch functioning, power lowering, hoisting, and proper riding of the chain through hawse pipe, over the chain wheel, through the chain pipe, and stowing in the chain locker. Also, it shall be demonstrated that the windlass is capable of lifting each anchor with 55 meters (2 lengths) length of chain, starting from the moment when 82.5 meters (3 lengths) length of chain is submerged and hanging free (minimal winding up velocity is not to be less than 9 [m/min]). If the available water depth is insufficient, the proposed test method will be specially considered.

1.4.3 Testing of machinery installation

1.4.3.1 Requirements for testing during construction related to machinery installations are stated in the *Rules, Part 9 - Machines* and *Part 7 - Machinery Installation*.

1.4.4 Testing of steering arrangements

1.4.4.1 Requirements for survey during manufacture and testing including sea trials testing are stated in the *Rules for the classification of ships, Part 9 - Machines*.

1.4.5 Testing of boilers, heat exchangers and pressure vessels

1.4.5.1 Requirements for testing during construction related to boilers, heat exchangers and pressure vessels are stated in the *Rules for the classification of ships, Part 10 - Boilers, Heat Exchangers and Pressure Vessels*.

1.4.6 Testing of piping

1.4.6.1 Requirements for testing during construction related to piping are stated in the *Rules for the classification of ships, Part 8 - Piping*.

1.4.7 Testing of welded joints

1.4.7.1 Requirements for testing of welded joints are stated in the *Rules for the classification of ships, Part 26 - Welding*.

1.4.8 Metallic materials

1.4.8.1 Requirements for materials and their testing are stated in the *Rules for the classification of ships, Part 25 - Metallic Materials*.

1.4.9 Non-metallic materials

1.4.9.1 Requirements for non-materials and their testing are stated in the *Rules for the classification of ships, Part 24 - Non-metallic Materials*.

1.5 PROCEDURE FOR ASSIGNING CLASS FOR A NEWBUILDING PROJECT WHEN THE DESIGN IS ALREADY APPROVED BY AN INITIAL SOCIETY (BASED ON THE CLASSIFICATION RULES AND A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN A CLASS SOCIETY, A SHIPYARD AND, IF APPLICABLE, A SHIP OWNER)

1.5.1 Application

1.5.1.1 The requirements contained in this Head of the Rules apply to the class assignment of a newbuilding project, when the design has already been approved by an Initial Society, for ships contracted for constructions on or after 1 January 2025.

1.5.1.2 The requirements contained herein prescribe procedures pertaining to assigning class for a newbuilding project by Memorandum of Understanding (MoU) adopted between the Society, a Shipyard and, if applicable, a Ship Owner covering the acceptance by the Society of a design based on the prior approval by an Initial Society for a new building.

1.5.1.3 The obligations of these requirements apply to Classification Societies which can provide satisfactory evidence of continued compliance with QSCS.

1.5.1.4 The obligations of these requirements apply to the Register in cases where it acts either as the Initial Society, or as the Society which assigns the class on the basis of the already approved project.

1.5.2 Definitions

Initial Society is the Society that has previously approved the design using their own Rules.

Society is the Society which assigns the class on the basis of the project already approved by the Initial Society.

1.5.3 Assigning Class for a New Building project Based on the Classification Rules and a Memorandum of Understanding (MoU) Between a Class Society, a Shipyard, and if applicable, a Ship Owner

1.5.3.1 Whenever a Society is requested by an Owner/Shipyard to class a vessel(s) for new construction project when the design is already approved by an Initial Society, which can provide satisfactory evidence of continued compliance with QSCS, the following procedures are to be applied.

- .1 the Society may accept to class a new building project vessel when the design is already approved by an Initial Society for new building and all comments are confirmed as dealt with by the Initial Society approving the design, subject to the requirements in .3, .4 and .5 being fulfilled;
- .2 the Society may accept to class a new building project vessel in accordance with the Memorandum of Understanding (MoU) adopted by the Society and the shipyard, subject to the requirements in .3, .4 and .5 being fulfilled. This MoU shall clearly define requirements for submission of plans as required by the Rules of the Society, harmonizing and resolution of plans already approved by an Initial Society for new building project and comments to be dealt with. A format for the minimum content of an MoU is provided in the Annex of IACS PR42;
- .3 the Society is to perform review and approval of plans based on its own class Rules. As a minimum scope, the approval of the plans listed in Section B is required by the Society to verify compliance with its applicable classification Rules. The Society is to record the written documentary evidence of the above-mentioned plans which were approved as complying with the Society's own Rules or with other requirements confirmed acceptable in accordance with its own Rules;
- .4 the Society is to perform the survey during fabrication, construction and testing of the vessel based on its own classification Rules;
- .5 Certification of materials and components of manufacturers shall be carried out by the Society in accordance with its own classification Rules;
- .6 the Society is to issue its certificate of classification in accordance with its own classification Rules for the vessel upon satisfactory completion of new construction survey process; and
- .7 records in relation to the above-mentioned paragraphs are maintained, demonstrating achievement of the requirements in the items covered by the services performed, as well as the effective operation of the quality system.

1.5.4 Plans to be submitted by the Shipyard to the Society

NOTE: In case the wording of the drawing is not covered by an IACS technical resolution, an equivalent as per the Society's own Rules would apply.

1.5.4.1 Main, Steel/Structural, Machinery and Electrical Plans

1.5.4.1.1 Main plans

- General Arrangement
- Capacity Plan
- Hydrostatic Curves
- Loading Manual, where required.
- Damage Stability calculation, where required.

1.5.4.1.2 Steel plans

- Midship Section
- Scantling Plan
- Decks
- Shell Expansion
- Transverse Bulkheads
- Rudder and Rudder Stock
- Hatch Covers
- For CSR vessels, plans showing, for each structural element, both as-built and renewal thicknesses and any thickness for "voluntary addition"
- Plan of tank testing

1.5.4.1.3 Machinery and Electrical plans

- Machinery Arrangement
- Intermediate, Thrust- and Screw Shafts
- Propeller
- Couplings and shaft alignment calculation
- Main Engines, Propulsion Gears and Clutch Systems (or Manufacturer make, model and rating information)
- For Steam Turbine Vessels, Main Boilers, Superheaters and Economisers (or Manufacturer make, model and rating information) and Steam Piping
- Bilge and Ballast Piping Diagram
- Wiring Diagram
- Steering Gear Systems Piping and Arrangements and Steering Gear Manufacturer make and model information
- Diagram of the air, sounding and overflow systems
- Diagram of cooling systems (sea water and fresh water)
- Diagram of fuel oil system
- Diagram of the lubricating oil system
- Diagram of the hydraulic systems intended for essential services or located in machinery spaces
- Diagrams of sea water and / or freshwater piping systems
- Electrical power balance (main and emergency supply)
- General specification for the automation of the ship
- Detailed specification of the essential service systems

- List of components used in the automation circuits, and references (Manufacturer, type, etc.)
- General diagram showing the monitoring and/or control positions for the various installations, with an indication of the means of access and the means of communication between the positions as well as with the engineers
- Diagrams of the supply circuits of automation systems, identifying the power source
- List of monitored parameters for alarm/monitoring and safety systems
- Diagram of compressed air system

1.5.4.2 Torsional vibration calculations

1.5.4.2.1 Torsional vibration calculations.

1.5.4.3 Additional requirements for vessels with ice class notation

1.5.4.3.1 Plans for flexible couplings and/or torque limiting shafting devices in the propulsion line shafting (or manufacturer make, model and rating information).

1.5.4.4 Additional plans required for oil tankers

1.5.4.4.1 Pumping arrangement at the forward and after ends and drainage of cofferdams and pump rooms.

1.5.4.5 Additional plans required for unattended machinery space notation

1.5.4.5.1

- Instrument and Alarm List
- Fire Alarm System
- List of Automatic Safety Functions (e.g. slowdowns, shutdowns, etc.)
- Function Testing Plan

1.5.4.6 Additional Documents required for approval of Alternative Design and Arrangements

1.5.4.6.1 Document(s) of Approval of Alternative Design and Arrangements, if any

1.5.4.7 Expansion of the list of plans

This list shall be expanded depending on the type of ship under the responsibility of the Society.

1.5.5 **Memorandum of Understanding (MoU) for the classification process for new ship building**

1.5.5.1 For the standard format of the Memorandum of Understanding between the Society, the Shipyard, and (if applicable) the Shipowner, for the classification process of the new-building with acknowledgement of design prior approval by the Initial society refer to the Annex of IACS PR42.
IACS PR42

1.6 DUAL CLASS VESSELS

1.6.1 For dual class vessels under construction, provisions of the *Rules for the classification of ships, Part 1 – General requirements, Chapter 1 – General information*, Head 5.10 shall apply.

1.6.2 Plans to be submitted by the Shipyard to the Second Society (Society which is requested by an Owner to accept vessel already classed, or to be classed, by another Society into its class under dual class arrangement), are listed in 1.5.4.
IACS PR1B, Section C

2 INITIAL CLASS ENTRY SURVEY OF EXISTING SHIPS - ADMISSION TO CLASS

2.1 GENERAL

2.1.1 This Section of this Chapter of the Rules is applicable to all existing ships or floating units of whatever type, self-propelled or not, irrespective of the age or navigation area, and not being built under supervision of the *Register* if applying to be admitted to *Register's* class for the first time.

For that purpose, the *Register* is to perform an Initial class entry survey to verify whether the ship is eligible to be classed on the basis of the Rules.

2.1.2 Initial class entry survey is a complete inspection of a ship before it is put into service, comprising inspection of all the items relating to the Certificate of class (and class notations) in order to ensure that the relevant requirements are complied with, and that these items are satisfactory for the service and navigation area for which the ship is intended.

2.1.3 Initial class entry survey should consist of:

- .1 An examination of the ship's particulars related to the structure, machinery and equipment installed on the ship to verify compliance with the requirements of the Rules, relevant to the Certificate of class and class notations.
- .2 An inspection of the structure, machinery and equipment to ensure that they have been properly maintained and in satisfactory condition and are fit for the service for which the ship is intended, and that there have been no unauthorised changes.
- .3 A check that the Certificate of class, record books, operating manuals and other instructions and the documentation specified in the requirements of the Rules, relevant to the Certificate of class and class notations have been placed on board the ship.

2.1.4 Request for the classification of the ship not constructed under the survey of the *Register* shall be addressed to Head Office of the *Register* in writing. It shall be accompanied with the ship particulars and information on the previous class status and period of class, as well as about any conditions of class imposed by the classification society from which the class is being transferred.

2.1.5 When the Owner (or the Company) applies for admission to class, the *Register* will process the application depending on whether the ship is:

- .1 Classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS) (refer to 2.3), or
- .2 Not classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), or not in full compliance with all

applicable and relevant IACS Resolutions (refer to 2.2).

2.1.6 As a rule, vessels not constructed under the survey or not being classed by the Recognized classification society (classification society subject to verification of compliance with IACS QSCS) will not be admitted for classification if their hull is made of reinforced plastics.

Notwithstanding before stated, and in exceptional cases:

- .1 For vessels with rule length less than 24 meters, and not constructed under the survey or not being classed by the Recognized classification society, the *Register* may accept admission to class of such vessels providing they are reviewed for the compliance with the requirements of the *Rules for the classification of ships, Part 34 - Rules for the classification of vessels of less than 24 meters in length*.
- .2 For yachts with rule length of 24 meters and above, and not constructed under the survey or not being classed by the Recognized classification society, the *Register* may accept admission to class of such yachts providing they are reviewed for the compliance with the requirements of the *Rules for the classification of ships, Part 35 - Yachts*.

2.2 SHIPS NOT SUBJECT TO IACS PR1A OR PR1B

Surveys

2.2.1 In the case of existing ships over 100 GT of whatever type, age, self-propelled or not, restricted or unrestricted service and not being subject to provisions of IACS PR1A ("Procedure for transfer of class") or PR1B ("Procedure for Adding, Maintaining or Withdrawing Double or Dual Class"), requirements of IACS PR1D ("Procedure for Class Entry of Ships not subject to PR1A or PR1B") will be applied.

Whenever the *Register* is requested by an Owner to accept an existing vessel into class, the *Register* shall immediately notify the Owner in writing on relevant requirements stipulated by IACS PR1D with an Initial class entry survey to be carried out as follows:

- .1 Renewal survey of hull, including thickness measurement.
- .2 Renewal survey of machinery installation.
- .3 Dry-docking survey.
- .4 Tailshaft survey(s).
- .5 Boiler survey(s) and survey(s) of pressure vessels.

The *Register* may also request further examinations, tests, and measurements, including, but not limited to material testing, non-destructive testing, hydraulic and hydrostatic tests, and sea-trials.

Where the vessel, during any portion of the five year period prior to the request for the classification being received, been previously classed by the Recognized classification society (classification society subject to verification of compliance with IACS QSCS) and has not been subject to alteration or modification since class was withdrawn, the survey

requirements may be specially considered but are not to be less than the following:

- .1 For vessels previously classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS) - all overdue surveys and overdue conditions of class, or
- .2 For vessels previously classed with a classification society subject to verification of compliance with IACS QSCS - surveys should be the same as those required by 2.3.

IACS PR1D

2.2.2 Additionally to 2.2.1, the survey shall be carried onboard for assessment of compliance with the submitted plans, including trials and/or functional testing when and if deemed necessary. All surveys which are to be carried out, are to include workmanship, material, and scantling survey.

Dispensation to the scope of surveys to be carried out on board ship for the purpose of assessment of compliance of the ship with submitted drawings and workmanship, material and scantling survey, may be given to ships classed with a society being a Recognized Organization according to EU Regulation 391/2009 and EC Directive 2009/15/EC and in cases when the ship has been previously classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS).

2.2.3 Where appropriate within reasonable limits, for ships having $GT \leq 100$ and not engaged in international voyages, a proven service record of satisfactory performance during a period of adequate length may be used as a criterion of equivalence (as a rule this period of adequate length should in no case be less than five years). Special consideration will be given to ships of recent construction.

Documentation to be submitted

2.2.4 As a rule, the following plans are to be submitted to the *Register* to be checked for compliance with the applicable Rules of the *Register*:

- .1 Main plans
 - a) general arrangement,
 - b) capacity plan,
 - c) hydrostatic curves,
 - d) loading manual, where required,
 - e) documentation related to stability (trim and stability book and damage stability calculation, if applicable).
- .2 Steel plans
 - f) midship section,
 - g) ship's body lines with offset tables,
 - h) scantling plan,
 - i) decks,
 - j) shell expansion,
 - k) transverse bulkheads,
 - l) rudder and rudder stock,
 - m) hatch covers,
 - n) stern frame.
- .3 Machinery (as applicable)
 - a) machinery arrangement,
 - b) intermediate, thrust and screw shafts,

- c) propeller,
 - d) main engines, propulsion gears and clutch systems (or manufacturer make, model and rating information),
 - e) for steam turbine vessels, main boilers, superheaters, and economisers (or manufacturer make, model and rating information) and steam piping,
 - f) bilge and ballast piping diagram,
 - g) steering gear systems piping, and arrangements and steering gear manufacturer make and model information.
- .4 Torsional vibration calculations:
 - a) for ships less than 2 (two) years old torsional vibration calculations are to be submitted.
 - .5 Additional documentation for ships with ice class notation:
 - a) plans for flexible couplings and/or torque limiting shafting devices in the propulsion line shafting (or manufacturer make, model and rating information).
 - .6 Additional documentation for oil tankers:
 - a) pumping arrangement at the forward and after ends and drainage of cofferdams and pump rooms.
 - .7 Additional documentation for ships with unattended machinery space:
 - a) instrument and alarm list,
 - b) fire alarm system,
 - c) list of automatic safety functions (e.g. slowdowns, shutdowns, etc.),
 - d) function testing plan.

Submittal and plan appraisal ⁸⁾ by the *Register* with satisfactory results is considered as a prerequisite for issuing an Interim or full-term Certificate of class.

In cases where the vessel has been previously classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), the submission of plans may be specially considered subject to confirmation of no alterations / modifications to the vessel.

In cases where the vessel has been previously classed by the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), extent of plan appraisal may be specially considered subject to confirmation of no alteration/modification to the vessel.

Where issues remain outstanding, the *Register* may impose a condition of class for a limited period in accordance with IACS PR35 ("Procedure for Imposing and Clearing Conditions of Class").

However, having made a good faith effort to obtain the information, if it proves not practicable to acquire certain documents, equivalent/alternative technical data should be provided to the *Register* prior issuing full term Certificate of class.

Additional information may be necessary according to the requirements of the Flag State Administration.

⁸⁾ Plan appraisal means the process of plan and document review and/or approval as required by the applicable Rules of the *Register*

Alternative technical data may be accepted by the *Register* in lieu of specific items of the listed documentation not being available at the time of the transfer.

IACS PR1D

2.2.5 The *Register* reserves the right to ask for additional documentation which considers necessary in each particular case. For installations or equipment covered by specific service and/or class notation, the *Register* will determine the scope of additional documentation to be submitted.

2.2.6 In addition to 2.2.5 the *Register* may base its judgement upon documentation such as certificates issued or accepted by the former classification society, if any, and statutory certificates issued by the Flag State Administration, or by a Recognized organization on its behalf.

2.2.7 The *Register* is not to issue an Interim Certificate of class, or other documents enabling the ship to trade under its classification:

- .1 Until all required surveys are satisfactorily completed.
- .2 Until the appraisal of the plans listed in 2.2.4 as required by the *Register* to verify compliance with the Rules, has been carried out.
- .3 Before giving the opportunity to the Flag State Administration to provide any further instructions within three (3) working days (in compliance with the requirements of Art. 10.5 of the Regulation (EC) No. 391/2009, as amended).

IACS PR1D

2.3 SHIPS CLASSED WITH THE RECOGNIZED CLASSIFICATION SOCIETY OR WITH A SOCIETY WHICH IS SUBJECT TO VERIFICATION OF COMPLIANCE WITH IACS QSCS

Surveys

2.3.1 For vessels, classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), and having GT > 100 of whatever type, self-propelled or not, having restricted navigation area or not, when transferring a class, the requirements of IACS Transfer of Class (TOC), according to IACS PR1A "Procedure for transfer of class" will be applied.

Whenever the *Register* is requested by an Owner to accept an existing vessel into class, the *Register* shall immediately notify the Owner in writing on relevant requirements stipulated by IACS PR1A. **The obligations of requirements of**

IACS PR1A apply to the *Register* in cases where it acts either as the Gaining society⁹⁾, or as the Losing society¹⁰⁾.

2.3.2 According to 2.3.1, and notwithstanding the records indicating that all surveys are up-to-date, the *Register* is to hold an Initial class entry survey¹¹⁾, the extent of which shall be based on the age of the vessel¹²⁾ and on the losing classification society's class status.

The *Register* is not to issue an Interim Certificate of class, or other documents enabling the vessel to trade:

1. Until all overdue surveys and all overdue conditions of class previously issued against the subject vessel as specified to the Owner by the Losing society, have been completed and rectified by:
 - a) the Gaining society, for vessels less than 15 years of age;
 - b) the Losing society, for vessels 15 years of age and above; and
2. Until all relevant surveys in 2.3.2.1 have been satisfactorily completed. However, when facilities are not available in the first port of survey, an Interim Certificate of class may be issued to allow the vessel to undertake a direct voyage to a port where facilities are available to complete required surveys.
In such cases the surveys specified in 2.3.2.1 and 2.3.2.2 are to be carried out to the maximum extent practicable at the first port of survey, but in no case less than the scope of annual hull survey and machinery surveys as required in 2.3.2.2.
3. Before giving the opportunity to the Flag State Administration to provide any further instructions within three (3) working days (in compliance with the requirements of Art. 10.5 of the Regulation (EC) No. 391/2009, as amended).

The validity of the Interim Certificate of class and the subsequent full-term Certificate of class is subject to any outstanding conditions of class previously issued against the vessel being completed by the due date and as specified by the Losing classification society.

Any outstanding conditions of class with their due dates shall be clearly stated on the:

- a) Interim Certificate of class or in an attachment to the Interim Certificate of class), and/or in class survey record available on board; and
- b) survey status when the full-term Certificate of class is issued.

The Gaining society is, within one (1) month from issuing its Interim Certificate of class, including an Interim certificate of class issued according to the above, to advise

⁹⁾ "Gaining Society" means a Classification Society which accepts a vessel for its classification only after all overdue surveys; overdue recommendations or overdue conditions of class previously issued against the vessel have been completed by or as specified by the Losing society.

¹⁰⁾ "Losing society" means the classification society from which class is being transferred. In case of vessels classed by more than one Society, "Losing society" means all classification societies from which class is being transferred.

¹¹⁾ Class entry surveys may be, but are not required to be, credited as periodical surveys for maintenance of classification. Conditions of class due for compliance at a specified periodical survey for maintenance of classification need not to be carried out/complied with at a class entry survey, unless class entry survey is credited as the specified periodical survey for maintenance of classification or the condition of class is overdue.

¹²⁾ To be calculated from the date of delivery to the "Date Request for Class was Received" in Form G, Part A – Survey Status Request.

the Losing society of the date of issuing this certificate and confirm the date, location and action taken to satisfy each overdue survey and overdue condition of class, if any, issued against the subject vessel as specified to the Owner by the Losing society.

Any additional information regarding outstanding surveys or conditions of class received from the Losing society in accordance is to be dealt with in accordance with the above and reported to the Losing society.

If this additional information is received after the Interim Certificate of class has been issued, any surveys or conditions of class which are overdue are to be dealt with at the first port of call:

- a) by the Gaining society in vessels less than 15 years of age; or
- b) by the Losing society in vessels 15 years of age or over.

If this is not accomplished, the Interim Certificate of class is to be withdrawn immediately unless the Owner agrees to proceed directly, without further trading, to a suitable port where any overdue surveys or overdue conditions of class are to be carried out by the relevant society based on the age of the vessel.

Prior to final entry into class the Gaining society's obligation is:

- a) to carry out and document the review, of class survey records, of the Losing society;
- b) to advise the Losing society in writing of the anticipated date of final entry into class.

The Gaining society may, if deemed necessary, carry out the review of class survey records of other societies, which had previously classed the vessel.

2.3.2.1 Hull class entry survey shall be held in an extent as follows:

- a) For ships of age less than 5 (five) years the survey shall be held at the extent of Annual survey.
- b) For ships between 5 (five) and 10 (ten) years of age the survey is to include an Annual survey and inspection of a representative number of ballast spaces.
- c) For ships of 10 (ten) years of age and above, but less than 20 (twenty) years of age, the survey will include an Annual survey and inspection of age, the survey will include an Annual survey and inspection of a representative number of ballast spaces and cargo spaces, except for:

For gas carriers, in lieu of internal inspection of cargo spaces, the following applies¹³⁾:

- inspection of surrounding ballast tank(s) and void spaces, including external inspection of independent cargo tank(s) and associated supporting systems as far as possible,
- review of cargo logbooks and operational records to verify the correct

functioning of the cargo containment system.

For oil tankers (including product carriers), and chemical tankers of 10 years of age and above but less than 15 years of age, in lieu of an internal inspection of cargo tanks without internal stiffening and framing, inspections of surrounding ballast tank(s) and void spaces and deck structure, are to be applied.

- d) For ships with affixed ESP notation, (vessels subjected to IACS UR Z10.1, Z10.2, Z10.3, Z10.4 or Z10.5) which are 15 (fifteen) years of age but less than 20 (twenty) years of age, a full Renewal or Intermediate survey shall be carried out, whichever is due next.
- e) For all ships, which are 20 (twenty) years of age and above, a full Renewal survey shall be carried out¹⁴⁾.
- f) In lieu of the requirements in items a) through e), the following apply for site specific purpose built floating and/or storage vessels:
 - for vessels of age less than 5 years, the survey is to have the scope of an Annual survey,
 - for vessels of age between 5 and 10 years, the survey is to include an Annual survey and inspection of twenty percent of ballast spaces,
 - for vessels of age between 10 and 20 years, the survey is to include an Annual survey and inspection of twenty percent of ballast spaces and twenty percent of cargo spaces,
 - for vessels over 20 years of age, the survey is to have the scope of a Renewal survey.
- g) For site specific floating production or storage vessels which have been converted from other vessels, the survey is to take the form of an Annual survey and also include inspection of twenty percent of ballast spaces and twenty percent of cargo spaces until 20 years have elapsed since conversion. After 20 years the survey is to have the scope of renewal survey.
- h) In the context of applying of 2.3.2.1 d) and 2.3.2.1 e), if a dry-docking survey is not due at the time of transfer, consideration can be given to carrying out an underwater examination in lieu of dry docking.
- i) in the context of applying items e) and f), as applicable, the anchors and anchor chain cables ranging and gauging for vessels over 15 years of age is not required to be carried out as part of the

¹³⁾ Informative reference only, as the *Register* does not provide classification for liquefied gas carriers.

¹⁴⁾ The requirement under item e) is also applicable to vessels having their hull under continuous survey.

class entry survey unless the class entry survey is being credited as a periodical survey for maintenance of class. If the class entry survey shall be credited as a periodical survey for maintenance of class, consideration may be given by the *Register* to the acceptance of the anchors and anchor chain cables ranging and gauging carried out by the Losing society provided they were carried out within the applicable survey window of the periodical survey in question.

- j) In the context of applying items 2.3.2.1 a) to 2.3.2.1 h), as applicable:
- If the class entry survey shall be credited as a periodical survey for maintenance of class consideration may be given by the *Register* to the acceptance of thickness measurements taken by the Losing society provided they were carried out within the applicable survey window of the periodical survey in question.
 - If the class entry survey is not to be credited as a periodical survey for maintenance of class, consideration may be given by the *Register* to the acceptance of thickness measurements taken by the Losing society provided they were carried out within 15 months prior to completion of class entry survey when it is in the scope of a Renewal survey, or within 18 months prior to completion of class entry survey when it is in the scope of an Intermediate Survey.

In both cases, the thickness measurements are to be reviewed by the *Register* for compliance with the applicable survey requirements, and confirmatory gauging are to be taken to the satisfaction of the *Register*.

- k) In the context of applying 2.3.2.1 c) to 2.3.2.1 h), as applicable, tank testing for vessels over 15 years of age is not required to be carried out as part of the class entry survey unless the class entry survey is being credited as a periodical survey for maintenance of class. If the class entry survey shall be credited as a periodical survey for maintenance of class, consideration may be given by the Gaining society to the acceptance of the tank testing carried out by the Losing society provided they were carried out within the applicable survey window of the periodical survey in question.
- l) In the context of applying 2.3.2.1 a) to 2.3.2.1 h), as applicable, compliance with IACS URs that require compliance at the forth coming due periodical surveys (such as IACS UR S26 and UR

S27) are not required to be carried out/completed as part of the class entry survey unless the class entry survey is credited as a periodical survey for maintenance of class.

2.3.2.2 Machinery class entry survey shall be held as a general examination of all essential machinery, and is to include:

- a) Examination under working conditions of oil fuel burning equipment, boilers, economisers, and steam/steam generators. The adjustment of safety valves of this equipment shall be verified by checking the records on the ship.
- b) All pressure vessels.
- c) Insulation resistance, generator circuit breakers, preference tripping relays and generator prime mover governors are to be tested and paralleling and load sharing to be proved.
- d) In all cases, navigating lights and indicators are to be examined and their working and alternative sources of power verified.
- e) Bilge pumps, emergency fire pumps and remote controls for oil valves, oil fuel pumps, lubricating oil pumps and forced draught fans are to be examined under working conditions.
- f) Recirculating and ice clearing arrangements, if any.
- g) The main and all auxiliary machinery necessary for operation of the ship at sea together with essential controls and steering gear shall be tested under working conditions. Alternative means of steering are to be tested. A short sea trial shall be held at the Surveyors discretion if the ship has been laid up for a long period.
- h) Initial start arrangements are to be verified.
- i) In case of oil tankers, the cargo oil system and electrical installation in way of hazardous spaces are to be checked for compliance with the Rules requirements. Where intrinsically safe equipment is installed, the Surveyors are to satisfy themselves that such equipment has been approved by a recognized authority. The safety devices, alarms and essential instruments of the inert gas system are to be verified and the plant generally examined to ensure that it does not constitute a hazard to the ship.

NOTE: For the transfer of class or adding class at ship's delivery items c) and i) may be verified by reviewing ship's record.

2.3.3 For ships with expired or extended certificate of class issued by the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), the inspection of the structure, machinery and equipment including tests when necessary, shall be carried out in extent as prescribed for the Renewal survey.

2.3.4 In case of Initial class entry survey for the purpose of **adding dual class** to a ship already classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), specific procedure as stipulated by IACS PR1B, Section A applies.

In case of **adding dual class at delivery** ¹⁵⁾ to a vessel classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), specific procedure as stipulated by IACS PR1B, Section B applies.

The obligations of requirements of IACS PR1B regarding adding dual or double class apply to the *Register* in cases where it acts as the First society ¹⁶⁾, the Remaining society ¹⁷⁾, or the Second society ¹⁸⁾.

2.3.5 For **transfer of class at delivery**, specific procedure as stipulated by IACS PR1A, para. A.3 applies.

The *Register* is not to issue an Interim Certificate of class, or other documents enabling the vessel to trade:

- .1 Until all relevant surveys specified in 2.3.2.1 and 2.3.2.2 have been satisfactorily completed; and
- .2 Before giving the opportunity to the Flag State Administration to provide any further instructions within three (3) working days (in compliance with the requirements of Art. 10.5 of the Regulation (EC) No. 391/2009, as amended).

Documentation to be submitted

2.3.6 Before full term Certificate of class is issued, the Owner is to submit to the *Register* the following documentation:

- .1 Documentation related to hull:
 - Main plans
 - a) general arrangement,
 - b) capacity plan,
 - c) hydrostatic curves,
 - d) loading manual, where required,
 - e) documentation related to stability (trim and stability book and damage stability calculation, if applicable).
 - Steel plans
 - f) midship section,
 - g) ship's body lines with offset tables,
 - h) scantling plan,
 - i) decks,
 - j) shell expansion,
 - k) transverse bulkheads,
 - l) rudder and rudder stock,
 - m) hatch covers,
 - n) for CSR vessels. plans showing, for each structural element, bot as built and renewal thicknesses and any thicknesses for "voluntary addition".
- .2 Documentation related to machinery:

- a) machinery arrangement,
- b) intermediate, thrust and screw shafts,
- c) propeller,
- d) main engines, propulsion gears and clutch systems (or manufacturer make, model and rating information),
- e) for steam turbine vessels, main boilers, superheaters, and economisers (or manufacturer make, model and rating information) and steam piping,
- f) bilge and ballast piping diagram,
- g) steering gear systems piping, and arrangements and steering gear manufacturer make and model information.

- .3 Torsional vibration calculations:
 - a) for ships less than 2 (two) years old torsional vibration calculations are to be submitted.
- .4 Additional documentation for ships with ice class notation:
 - a) plans for flexible couplings and/or torque limiting shafting devices in the propulsion line shafting (or manufacturer make, model and rating information).
- .5 Additional documentation for oil tankers:
 - a) pumping arrangement at the forward and after ends and drainage of cofferdams and pump rooms,
 - b) general arrangements of cargo piping in tanks and on decks,
 - c) plan of hazardous areas.
- .6 Additional documentation for ships with unattended machinery space:
 - a) instrument and alarm list,
 - b) fire alarm system,
 - c) list of automatic safety functions (e.g. slowdowns, shutdowns, etc.),
 - d) function testing plan.
- .7 Additional documentation required for approval of alternative design and arrangements:
 - a) Document(s) of approval of alternative design, if any.

NOTE: Additional information may be necessary according to the requirements of the Flag State Administration.

2.3.7 Alternative technical data may be accepted by the *Register* in lieu of specific items of the listed documentation not being available at the time of the transfer.
IACS PR1A

¹⁵⁾ At vessel's delivery means that the new construction survey process is completed, the first Certificate of Class is delivered, and the vessel has not departed from the yard

¹⁶⁾ "First Society" is a Society classing a vessel which, under request of the Owner, enters a double or dual class arrangement with another Society.

¹⁷⁾ "Remaining Society" is a Society which keeps an existing vessel in class, when the class by the other Society involved in the double or dual class arrangement is suspended or withdrawn.

¹⁸⁾ "Second Society" is a Society which is requested by an Owner to accept vessel already classed, or to be classed, by another Society into its class under double or dual class arrangement.

2.4 SHIPS OF LESS THAN 100 GROSS TONNAGE

2.4.1 For ships of less than 100 gross tonnage, special consideration will be given to the scope of class entry survey and documentation to be supplied.

2.5 DATE OF INITIAL CLASSIFICATION FOR EXISTING SHIPS

2.5.1 Upon completion of Initial class entry survey the assigned period of class is never to exceed 5 (five) years. The five-year period is granted only upon satisfactory outcome of class entry survey with the scope of a Renewal survey.

Therefore, as a principle, in case of existing ships the date of completion of Initial class entry survey shall be considered as a date of initial classification with the *Register*.

2.5.2 Notwithstanding stated in 2.5.1, if a ship was previously classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), the assigned period of class is never to go beyond the due date of the Renewal survey assigned by the Losing society. However, this does not apply to ships with expired or extended certificate of class.

2.5.3 In addition to provisions stated in 2.5.2, and in case of a ship previously classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), and:

- .1 if the Initial class entry survey has been completed under provisions of IACS PR1A, and
- .2 if such survey has been completed in the scope of Renewal survey, and
- .3 if such survey has been completed within 3 (three) months before the Renewal survey expiry date imposed by the Losing society, and
- .4 if such survey is credited for class Renewal survey,

the next period of class will start from Renewal survey expiry date imposed by the Losing society. For surveys completed more than 3 (three) months before Renewal survey expiry date imposed by the Losing society, the period of class will start from the completion date of Initial class entry survey.

2.5.4 For ships which were not previously classed with the Recognized classification society (classification society subject to verification of compliance with IACS QSCS), the assigned period of class will be counted from the date of completion of Initial class entry survey.