

CORRIGENDA No. 1

Inputs for the *Rules for the classification of ships, Part 13 – Automation* should be read as follows:

<p>This Part of the Rules includes the requirements of the following international Organisations:</p> <p>International Maritime Organization (IMO)</p> <p>Conventions: International Convention for the Safety of Life at Sea 1974 (SOLAS 1974) and all subsequent amendments to and including amendments (MSC.216(82)) Protocol of 1988 relating to the International Convention for the Safety of Life at Sea 1974, as Amended (SOLAS PROT 1988)</p> <p>International Association of Classification Societies (IACS)</p> <p>Unified Requirements (UR): M27 (1976), M29 (1997), M30 (1997), M31 (1978), M35 (Rev.8 Jan. 2019), M36 (Rev.6 Dec. 2018), M43 (1982), M47 (1983)</p>

Section 4 – **REQUIREMENTS FOR AUTOMATION ON SHIPS HAVING AUTOMATION MARK AUT 2**, Head 4.1 – **GENERAL REQUIREMENTS**, Table 4.1, item 4 should be read as follows:

No.	Controlled parameter	Location of measuring point	Alarm activation	Protective action	Remote indication	Remarks
4	Gas turbines – see the Rules for the classification of ships, Part 9 - Machinery, Section 8					
4.1	High pressure turbine r.p.m	-	Max.	-	Cont.	-
4.2	Low pressure turbine r.p.m	-	Max.	Shut down	Cont.	-
4.3	Gas temperature	After high pressure turbine	Max.	Shut down	Cont.	-
4.4	Air temperature	Before high pressure compressor	Max.	-	On call	-
4.5	Lub oil pressure	At inlet	Min.	Shut down	Cont.	-
4.6	Lub oil temperature	At inlet	Max.	-	On call	-
4.7	Temperature of bearings or oil temperature at bearing outlet	At outlet	Max.	-	On call	-
4.8	Cooling water temperature	At outlet	Max.	-	On call	-
4.9	Fuel pressure (for pilot burners also)	At inlet	Min.	-	On call	-
4.10	Fuel temperature (where fuel is heated up)	At inlet	Min./Max.	-	On call	-
4.11	Flame	-	Flame failure	Shut down	-	-
4.12	Vibration of turbine	Turbine casing	Max.	Shut down	-	-
4.13	Exhaust gas temperature	-	Max.	Shut down	Cont.	-