

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)

Dec. 2019



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- Main Amendments -

(1) Effective date : 1 Jan. 2020 (Date of which the application for survey is submitted)

- Reflected IACS UR Z1(Rev. 7, May 2019) & UR Z7(Rev. 27, Oct 2018)
- Reflected IACS UR E24(Rev. 1, Dec 2018)
- Reflected IACS QS(Quality Secretary)'s comment
- Bench Marking to other IACS members
- Reflected the requests by the internal customers
- Amended unreasonable contents disclosed while implementing the Rules etc.
- Reflected IACS UR Z7(Rev. 28, May 2019), Z7.1(Rev.15, Jun 2019), Z7.2(Rev. 8, May 2019), Z10.1(Rev.24)/10.2(Rev.36),/Z10.3(Rev.19)/Z10.4(Rev.16)/Z10.5(Rev.19, May 2019)

(2) Effective date : 1 Jan. 2020 (Date of which application for survey in submitted) for COC

- reflected IACS PR1A(Rev.7 May 2019), PR1B(Rev. 4 May 2019), UR Z20(Rev.2 May 2019)

(3) The contract date for ship construction or the application date for a periodical or occasional machinery survey after the retrofit of harmonic filters)

- Reflected IACS UR E24(Rev.1 Dec 2018)
 - The requirements have been amended to clarify the application range of harmonic distortion for on-board distribution systems where harmonic filters are installed on main busbars.

(1) Effective date : 1 Jan 2020

(Date of which the application for survey is submitted)

Present	Amendment
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. to 103. <omitted></p> <p>104. Equivalence [See Guidance] <u>The Society may consider the acceptance of alternatives to the Rules, provided that they are deemed to be equivalent to the Rules to the satisfaction to the Society.</u></p> <p>105. Novel features [See Guidance] <u>The Society may consider the classification of ships based on or applying novel design principles or features, to which the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to the Society.</u></p> <p style="text-align: center;">Section 2 ~ Section 6 <omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. to 103. <same as the present></p> <p>104. Equivalence <i>(2020)</i> [See Guidance] <u>The Society may consider the acceptance of alternatives and novel features which deviate from or are not directly applicable to the Rules, provided that they are deemed to be equivalent to the Rules to the satisfaction to the Society.</u></p> <p style="text-align: center;">Section 2 ~ Section 6 <same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">Section 7 <u>Cooperation Duties of Owners</u></p> <p><u><newly added></u></p> <p>701. Report items</p> <p>When any of the following cases occurs, the Owner is to report to the Society without delay:</p> <p>(1) When the ship is sustained with a sea casualty by which her present class is deemed affected. <u><newly added></u></p> <p>(2) When the ship is placed in drydock or on a slipway. (3) When the ship is laid up or dismantled. (4) When the Owner is changed. (5) When the ship is withdrawn. (6) When any items which may affect her class are changed.</p> <p>702 ~ 703. <omitted></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 7 <u>Responsibilities and Cooperation Duties of the Owners</u></p> <p>701. General (2020)</p> <p>1. <u>The classification of a ship is based on the understanding that the ship is loaded, operated and maintained in a proper manner by competent and qualified seafarers or operating personnel in accordance with the environmental, loading, operating and other criteria on which classification is based.</u></p> <p>2. <u>It is the responsibility to ensure that the <i>International Convention for Load Lines, Safety of Life at Sea</i>, other related Conventions and other related governmental regulations are maintained in an appropriate state including ensuring the validity of all relevant and applicable statutory certificates.</u></p> <p>3. <u>It is the responsibility to ensure proper maintenance of the ship until the next survey required by the Rules, including ensuring the validity of the all relevant and applicable class certificates.</u></p> <p>702. Report items</p> <p>When any of the following cases occurs, the Owner is to report to the Society:</p> <p>(1) When the ship is sustained with a sea casualty by which her present class is deemed affected. (2) <u>When any areas which is to be “promptly and thoroughly repaired” specified in Ch 2, 107. para 2. are found (in association with wastage over the allowable limits).</u> (3) <u>When hull structural damage that may affect the integrity of watertight or weathertight is found.</u> (4) When the ship is placed in drydock or on a slipway. (5) When the ship is laid up or dismantled. (6) When the Owner is changed. (7) When the ship is withdrawn. (8) When any items which may affect her class are changed.</p> <p>703. ~ 704. <same as the current Rules> (2020)</p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p data-bbox="120 244 1081 276">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p data-bbox="91 304 600 336">901. Suspension/Reinstatement of class</p> <p data-bbox="120 347 271 379">1. <omitted></p> <p data-bbox="120 395 1106 459">2. The classification may be suspended in accordance with the Society's suspension procedure.</p> <p data-bbox="154 467 383 499">(1) ~ (5) <omitted></p> <p data-bbox="154 499 1106 587">(6) When the Continuous Survey item(s) due or overdue at the time of Annual Survey is not surveyed, or postponed by agreement. <newly added></p> <p data-bbox="154 651 647 683">(7) in the event of non-payment of fees</p> <p data-bbox="154 722 1106 906">Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</p> <p data-bbox="120 922 237 954"><omitted></p> <p data-bbox="120 1018 1106 1297">7. When a vessel is intended for a single voyage from laid-up position to <u>repair yard</u> with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to <u>the repair yard</u>, provided the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. An Interim Certificate of Classification with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up.</p> <p data-bbox="120 1353 360 1385"><hereafter, omitted></p>	<p data-bbox="1158 244 2119 276">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p data-bbox="1128 304 1637 336">901. Suspension/Reinstatement of class</p> <p data-bbox="1158 347 1538 379">1. <same as the current Rules></p> <p data-bbox="1158 395 2145 459">2. The classification may be suspended in accordance with the Society's suspension procedure.</p> <p data-bbox="1191 467 1688 499">(1) ~ (5) <same as the current Rules></p> <p data-bbox="1191 499 2145 563">(6) When the Continuous Survey item(s) due or overdue at the time of Annual Survey is not surveyed, or postponed by agreement.</p> <p data-bbox="1191 563 2145 651">(7) <u>When failure to report to the Society on the "Reports items" of the Responsibilities and Cooperation Duties of the owner specified in Ch 1, 702. (2020)</u></p> <p data-bbox="1191 651 1778 683">(8) in the event of non-payment of fees <i>(2020)</i></p> <p data-bbox="1191 722 2145 906">Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</p> <p data-bbox="1158 922 1507 954"><same as the current Rules></p> <p data-bbox="1158 1018 2145 1321">7. When a vessel is intended for a single voyage from laid-up position to <u>a repair yard or another place of laid-up</u> with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to <u>a repair yard or another place of laid-up</u>, provided the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. An Interim Certificate of Classification with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up. <i>(2020)</i></p> <p data-bbox="1158 1337 1632 1369"><hereafter, same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~15. <omitted></p> <p>16. Coating condition is defined as follows:</p> <p>(1) GOOD condition with only minor spot rusting</p> <p>(2) FAIR condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition</p> <p>(3) POOR condition with general breakdown of coating over 20% or more, or hard scale at 10% or more, of areas under consideration</p> <p><u><newly added></u></p> <p><omitted></p> <p>113. Preparations for survey</p> <p>1.~3. <omitted></p> <p>4. Survey at sea or at anchorage</p> <p>(1) ~ (3) <omitted></p> <p>(4) Surveys of tanks by means of boats or rafts may only be undertaken at the sole discretion of the Surveyor, who is to take into account the safety arrangements provided, including weather forecasting and ship response under foreseeable conditions. 【See Guidance】</p> <p><u><newly added></u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~15. <same as the current Rules></p> <p>16. Coating condition¹⁾ is defined as follows: (2020)</p> <p>(1) GOOD condition with only minor spot rusting</p> <p>(2) FAIR condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition</p> <p>(3) POOR condition with general breakdown of coating over 20% or more, or hard scale at 10% or more, of areas under consideration</p> <p><u>(Note) ¹⁾ : Reference is made to IACS Recommendation 87 - “Guidelines for Coating Maintenance & Repairs for Ballast Tanks and Combined Cargo/Ballast Tanks on Oil Tankers” (2020)</u></p> <p><same as the current Rules></p> <p>113. Preparations for survey</p> <p>1.~3. <same as the current Rules></p> <p>4. Survey¹⁾ at sea or at anchorage (2020)</p> <p>(1) ~ (3) <same as the current Rules></p> <p>(4) Surveys of tanks by means of boats or rafts may only be undertaken at the sole discretion of the Surveyor, who is to take into account the safety arrangements provided, including weather forecasting and ship response under foreseeable conditions. 【See Guidance】</p> <p><u>(Note) ¹⁾ : Reference is made to IACS Recommendation 39 - “Safe Use of Rafts or Boats for Survey” (2020)</u></p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <omitted></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition.</p> <p>(1) ~ (29) <omitted></p> <p>(30) Examining the fire protection arrangements in cargo, vehicle and ro-ro spaces and confirming, as far as practicable and as appropriate, the operation of the means of control provided for closing the various openings. (2017)</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <same as the current Rules></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition.</p> <p>(1) ~ (29) <same as the current Rules></p> <p>(30) Examining the fire protection arrangements in cargo, vehicle and ro-ro spaces, <u>including the fire safety arrangements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo, as applicable,</u> and confirming, as far as practicable and as appropriate, the operation of the means of control provided for closing the various openings <u>(2020)</u></p> <p><hereafter, same as the current Rules></p>

Present	Amendment
<p>204. Additional requirements to ship types</p> <p>1. Oil tankers(including tankers) : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) <omitted></p> <p>(2) Examining the inert gas system, and in particular:</p> <p>(A) to (C) <omitted></p> <p><u>(D) Examining externally deck seals or double block and bleed assemblies, and non-return valves, and checking automatic filling and draining of the deck seal or operation of double block and bleed assemblies, and operation of non-return valves. (2019)</u></p> <p>(E) to (H) <omitted></p> <p><u><newly added></u></p> <p><hereafter, omitted></p>	<p>204. Additional requirements to ship types</p> <p>1. Oil tankers(including tankers) : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) <same as the present></p> <p>(2) Examining the inert gas system, and in particular:</p> <p>(A) to (C) <same as the present></p> <p><u>(D) Non-return devices as the followings; (2020)</u></p> <p><u>(a) examining externally deck seals and checking the deck seal for automatic filling and draining, and the arrangements for protecting the system against freezing;</u></p> <p><u>(b) where a double block and bleed valve is installed, checking the automatic operations of the block and the bleed valves upon loss of power;</u></p> <p><u>(c) where two shut-off valves in series with a venting valve in between are used as non-return devices, checking the automatic operation of the venting valve, and the alarm for faulty operation of the valves;</u></p> <p>(E) to (H) <same as the present></p> <p><u>(I) Checking the means for separating the cargo tank not being inerted from the inert gas main; (2020)</u></p> <p><u>(J) Checking the alarms of the two oxygen sensors positioned in the space or spaces containing the inert gas system; (2020)</u></p> <p><hereafter, same as the present></p>

Present	Amendment
<p>2. Chemical tankers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (18) <omitted></p> <p>(19) Examining, as far as practicable, the cargo tank vent systems, including the pressure/vacuum valves and secondary means to prevent over or under pressure and flame screens.</p> <p>(20) to (44) <omitted></p> <p>3. Liquefied gas carriers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable, during a loading or discharging operation. Access for cargo tanks or inerted hold spaces, however, need not be surveyed unless otherwise specially required by the Surveyor. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (10) <omitted></p> <p>(11) Confirming that special arrangements to survive conditions of damage are in order. <newly added></p> <p>(12) Confirming that wheelhouse doors and windows, sidescuttles and windows in superstructure and deckhouse ends in the cargo area are in a satisfactory condition.</p> <p>(13) Examining the <u>cargo pump rooms and cargo compressor rooms</u></p> <p>(14) to (53) <omitted></p> <p><hereafter, omitted></p>	<p>2. Chemical tankers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (18) <same as the current Rules></p> <p>(19) examining, as far as practicable, the cargo tank vent system, including the pressure/vacuum valves and secondary means to prevent over- or under-pressure and flame screens <u>and the arrangements of cargo tank purging with inert gas, as applicable. (2020)</u></p> <p>(20) to (44) <same as the present></p> <p>3. Liquefied gas carriers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable, during a loading or discharging operation. Access for cargo tanks or inerted hold spaces, however, need not be surveyed unless otherwise specially required by the Surveyor. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (10) <omitted></p> <p>(11) Confirming that special arrangements to survive conditions of damage are in order.</p> <p>(12) Examining, where applicable, the alternative design and arrangements for <u>the segregation of the cargo area, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation. (2020)</u></p> <p>(13) Confirming that wheelhouse doors and windows, sidescuttles and windows in superstructure and deckhouse ends in the cargo area are in a satisfactory condition. (2020)</p> <p>(14) Examining the <u>cargo machinery spaces and turret compartments, including their escape routes. (2020)</u></p> <p>(15) to (54) (2020) <same as the present></p> <p><hereafter, same as the present></p>

Present	Amendments
<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. ~ 303. <omitted></p> <p>304. Additional requirements to ship types [See Guidance] At each Intermediate Survey, in addition to all the requirements of Annual Survey, the following requirements are to be complied with.</p> <p>1. Oil tankers(including tankers) :</p> <p>The additional requirements are to apply to Intermediate Survey as follows, as far as practicable.</p> <p>(1) <omitted> (2) <u>For ships over ten years of age an internal examination of selected cargo spaces;</u> (3) <omitted></p> <p><omitted></p> <p>3. Liquefied gas carriers :</p> <p><omitted></p> <p>(1) Confirmation, where applicable, that pipelines and independent cargo tanks are electrically bonded to the hull.</p> <p>(2) Generally examining the electrical equipment and cables in dangerous zones such as <u>cargo pump rooms</u> and areas adjacent to cargo tanks to check for defective equipment, fixtures and wiring. The insulation resistance of the circuits should be tested and in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings. <u><newly added></u></p> <p>(3) Confirming that the heating arrangements, if any, for steel structures are satisfactory.</p> <p>(4) ~ (9) <omitted></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. ~ 303. <omitted></p> <p>304. Additional requirements to ship types [See Guidance] At each Intermediate Survey, in addition to all the requirements of Annual Survey, the following requirements are to be complied with.</p> <p>1. Oil tankers(including tankers) :</p> <p>The additional requirements are to apply to Intermediate Survey as follows, as far as practicable.</p> <p>(1) <omitted> (2) For ships over ten years of age an internal examination of selected cargo spaces; (2) <same as the current Rules> <u>(2020)</u></p> <p><same as the current Rules></p> <p>3. Liquefied gas carriers :</p> <p><same as the current Rules></p> <p>(1) Confirmation, where applicable, that pipelines and independent cargo tanks are electrically bonded to the hull.</p> <p>(2) Generally examining the electrical equipment and cables in dangerous zones such as <u>cargo machinery spaces</u> and areas adjacent to cargo tanks to check for defective equipment, fixtures and wiring. The insulation resistance of the circuits should be tested and in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings. <u>(2020)</u></p> <p>(3) <u>Blown through testing with dry air to the distribution piping of the dry chemical powder fire extinguishing systems. (2020)</u></p> <p>(4) Confirming that the heating arrangements, if any, for steel structures are satisfactory. <u>(2020)</u></p> <p>(5) ~ (10) <u>(2020)</u> <same as the current Rules></p> <p><hereafter, same as the current Rules></p>

Present

**Section 4 Special Survey
(Hull, Equipment and Fire-extinguishing Appliances)**

401. ~ 402. <omitted>

403. Requirements of survey (2018)

1. <omitted>

(1) ~ (6) <omitted>

(7) Internal examination of tanks and spaces

(a) All spaces including tanks and spaces in accordance with Table 1.2.3 are to be internally examined.

(b) ~ (d) <omitted>

Table 1.2.3 Minimum requirements for Internal examination of tanks and spaces at each Special Survey (2017)

No. of Special Survey Tanks or Spaces	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent
Cargo holds (and their 'tween decks where fitted), cargo tanks	○	○	○	○
<omitted>				
Fuel oil tanks△	<omitted>			
Lubrication oil tanks△	-	-	-	1
Fresh water tanks△	-	1	○	○

(NOTES)

1. Purpose of tank has a priority in application.

○ : All tanks and spaces are to be internally examined.

△ : As follows:

1) These requirements apply to tanks of integral (structural) type.

2) ~ 3)

4) At Special Survey No. 3 and subsequent surveys, one deep tank for fuel oil in the cargo length area is to be included, if fitted.

<newly added>

2. <omitted>

Amendments

**Section 4 Special Survey
(Hull, Equipment and Fire-extinguishing Appliances)**

401. ~ 402. <same as the current Rules>

403. Requirements of survey (2018)

1. <same as the current Rules>

(1) ~ (6) <same as the current Rules>

(7) Internal examination of spaces

(a) All spaces within the hull and superstructure in accordance with Table 1.2.3 are to be internally examined. (2020)

(b) ~ (d) <same as the current Rules>

Table 1.2.3 Minimum requirements for Internal examination of spaces at each Special Survey (2020)

No. of Special Survey Spaces	(same as the current Rules)
<p><same as the current Rules></p>	

(NOTES)

1. Purpose of tank has a priority in application.

○ : All spaces are to be internally examined.

△ : As follows:

1) These requirements apply to tanks of integral (structural) type.

2) ~ 3)

4) At Special Survey No. 3 and subsequent surveys, one deep tank for fuel oil in the cargo length area is to be included, if fitted.

2. Fuel oil tanks which do not form part of the ship's structures are to be examined in accordance with 502. 2. (9). (c). (2020)

3. <same as the current Rules> (2020)

Present

Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey

1. General Ships

Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent
<p><omitted></p>	<p>1. Suspect areas throughout the vessel</p> <p>2. Two transverse sections within the amidships $0.5L$ in way of two different cargo spaces^{4), 5), 6), 7)}</p> <p>3. All cargo hold hatch covers and coamings(plating and stiffeners)⁹⁾</p> <p>4. Internals in <u>forepeak and afterpeak tanks</u></p> <p>5. ~ 6. <omitted></p>	<p>1. Suspect areas throughout the vessel</p> <p>2. A minimum of three transverse sections in way of cargo spaces within the amidships $0.5L$^{5), 6), 7)}</p> <p>3. All cargo hold hatch covers and coamings (plating and stiffeners)⁹⁾</p> <p>4. Internals in <u>forepeak and afterpeak tanks</u></p> <p>5. All exposed main deck plating full length</p> <p>6. ~ 12. <omitted></p>
<p>(NOTES)</p> <p>1) ~ 9) <omitted></p>		

Amendments

Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey

1. General Ships (2020)

Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent
<p><same as the current Rules></p>	<p>1. Suspect areas throughout the vessel</p> <p>2. Two transverse sections within the amidships $0.5L$ in way of two different cargo spaces^{4), 5), 6), 7)}</p> <p>3. All cargo hold hatch covers and coamings(plating and stiffeners)⁹⁾</p> <p>4. Internals in forepeak and afterpeak <u>water ballast tanks (2020)</u></p> <p>5. ~ 6. <same as the current Rules></p>	<p>1. Suspect areas throughout the vessel</p> <p>2. A minimum of three transverse sections in way of cargo spaces within the amidships $0.5L$^{5), 6), 7)}</p> <p>3. All cargo hold hatch covers and coamings (plating and stiffeners)⁹⁾</p> <p>4. Internals in forepeak and afterpeak <u>water ballast tanks (2020)</u></p> <p>5. All exposed main deck plating full length</p> <p>6. ~ 12. <same as the current Rules></p>
<p>(NOTES)</p> <p>1) ~ 9) <same as the current Rules></p>		

Present

Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey (continued)

2. Other Ships

Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent
<omitted>	1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating ⁵⁾ , side shell plating and bottom plating within the amidships $0.5L$ 3. Internals in <u>forepeak and afterpeak tanks</u>	1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships $0.5L$ 3. Full length, 1) All exposed main deck plating ⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in <u>forepeak and aftpeak tanks</u>
(NOTES) 1) ~ 5) <omitted>		

<hereafter, omitted>

Amendments

Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey (continued)

2. Other Ships

Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent
<same as the current Rules>	1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating ⁵⁾ , side shell plating and bottom plating within the amidships $0.5L$ 3. Internals in forepeak and afterpeak <u>water ballast tanks</u> (2020)	1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships $0.5L$ 3. Full length, 1) All exposed main deck plating ⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in forepeak and afterpeak <u>water ballast tanks</u> (2020)
(NOTES) 1) ~ 5) <same as the current Rules>		

<hereafter, same as the current Rules>

Present

Table 1.2.6 Minimum requirements for tank testing

No. of Special Survey Tanks	Special Survey No. 1 ~ 3	Special Survey No. 4 and Subsequent
All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)	○	○
Fuel oil tank, lubrication oil tank, fresh water tank	△	△

(NOTES)

1. Purpose of tank has a priority in application.
2. Boundaries of tanks are to be tested with a head of liquid to the top of air pipes or to near the top of hatches for ballast/cargo holds. Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions.
3. ○ : All tanks are to be tested.
 △ : Tank testing of fuel oil, lube oil and fresh water tanks may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results.
4. For the cargo tanks(except cargo tanks for the liquefied natural gas), tests may be dispensed with, provided after an external and internal examination of the tanks, the Surveyor is satisfied with the condition of the tanks.
5. The Surveyor may extend the testing as deemed necessary. **【See Guidance】**

<hereafter, omitted>

Amendments

Table 1.2.6 Minimum requirements for tank testing

No. of Special Survey Tanks	Special Survey No. 1 ~ 3	Special Survey No. 4 and Subsequent
All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)	○	○
Fuel oil tank, lubrication oil tank, fresh water tank	△	△

(NOTES)

1. Purpose of tank has a priority in application.
2. Boundaries of tanks are to be tested with a head of liquid to the top of air pipes or to near the top of hatches for ballast/cargo holds. Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions.
3. ○ : All tanks are to be tested.
 △ : (2020)
 - 1) These requirements apply to tanks of integral (structural) type.
 - 2) Tank testing of fuel oil, lube oil and fresh water tanks may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results.
 - 3) Fuel oil tanks which don not form part of the ship's structures are to be examined in accordance with 502. 2. (9), (c).
4. For the cargo tanks(except cargo tanks for the liquefied natural gas), tests may be dispensed with, provided after an external and internal examination of the tanks, the Surveyor is satisfied with the condition of the tanks.
5. The Surveyor may extend the testing as deemed necessary. **【See Guidance】**

<hereafter, same as current Rules>

Present	Amendments
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. In addition to the requirements specified in Ch 2, these requirements apply to hull surveys of ships subject to the enhanced survey programme such as bulk carriers, oil tankers and chemical tankers, etc.</p> <p>2. Procedural requirements for certain ESP surveys</p> <p><omitted></p> <p>(1) On ships 20,000 DWT and above, subject to ESP, starting with Special Survey No. 3, at special and intermediate hull classification surveys, the survey of hull structure and piping systems to which these requirements applies is to be carried out by at least two exclusive Surveyors. On bulk carriers 100,000 DWT and above of single side skin construction at the intermediate hull classification survey between 10 and 15 years of age, the survey of hull structure and piping systems to which these requirements applies is to be performed by two at least exclusive Surveyors. (2017)</p> <p>(2) This requires that at least two exclusive Surveyors attend on board at the same time to perform the <u>required survey</u>. Where compatible with relevant laws and regulations, on dual class vessels, the requirement for two Surveyors may be fulfilled by having one Surveyor attend from each Society.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. In addition to the requirements specified in Ch 2, these requirements apply to hull surveys of ships subject to the enhanced survey programme such as bulk carriers, oil tankers and chemical tankers, etc.</p> <p>2. Procedural requirements for certain ESP surveys</p> <p><same as the current Rules></p> <p>(1) On ships 20,000 DWT and above, subject to ESP, starting with Special Survey No. 3, at special and intermediate hull classification surveys, the survey of hull structure and piping systems to which these requirements applies is to be carried out by at least two exclusive Surveyors. On bulk carriers 100,000 DWT and above of single side skin construction at the intermediate hull classification survey between 10 and 15 years of age, the survey of hull structure and piping systems to which these requirements applies is to be performed by two at least exclusive Surveyors. (2017)</p> <p>(2) This requires that at least two exclusive Surveyors attend on board at the same time to perform the <u>required survey</u>(<u>this also applies to voyage surveys</u>). Where compatible with relevant laws and regulations, on dual class vessels, the requirement for two Surveyors may be fulfilled by having one Surveyor attend from each Society. <i>(2020)</i></p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p>107. Repairs</p> <p>1.~ 4. <omitted></p> <p>5. Where the damage found on structure mentioned in Par 2 is isolated and of a localized nature which does not affect the ship's structural integrity(as for example a minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated <u>Recommendation/Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Recommendation/Condition of Class</u>), with a specific time limit in order to complete the permanent repair and retain classification.</p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>1. The first Special Survey is to be completed within 5 years from the date of the initial Classification Survey and thereafter within 5 years from the credited date of the previous Special Survey. Under 'exceptional circumstances', the Society may grant an extension not exceeding three(3) months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out: Where 'exceptional circumstance' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.</p> <p>(1) Annual Survey; (2) re-examination of <u>Recommendations/Conditions of Class</u>; (3) progression of the Special Survey as far as practicable; (4) in the case where dry docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding <u>Recommendation/ Condition of Class</u> regarding underwater parts.</p> <p><hereafter, omitted></p>	<p>107. Repairs</p> <p>1.~ 4. <same as the current Rules></p> <p>5. Where the damage found on structure mentioned in Par 2 is isolated and of a localized nature which does not affect the ship's structural integrity(as for example a minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated <u>Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Condition of Class</u>), with a specific time limit in order to complete the permanent repair and retain classification. <i>(2020)</i></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>1. The first Special Survey is to be completed within 5 years from the date of the initial Classification Survey and thereafter within 5 years from the credited date of the previous Special Survey. Under 'exceptional circumstances', the Society may grant an extension not exceeding three(3) months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out: Where 'exceptional circumstance' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions. <i>(2020)</i></p> <p>(1) Annual Survey; (2) re-examination of <u>Conditions of Class</u>; (3) progression of the Special Survey as far as practicable; (4) in the case where dry docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding <u>Condition of Class</u> regarding underwater parts.</p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">Section 6 Docking Survey</p> <p>601.-603. <omitted></p> <p>604. In-water Survey</p> <ol style="list-style-type: none"> 1. <omitted> 2. In-water Survey in lieu of the Docking Survey may be restricted at the discretion of the Society if there are record or indication of abnormal deterioration, existing outstanding <u>recommendation</u> for repairs, or damage to underwater part of the shell plating, the rudder, the propeller, the propeller shaft, sea connections or overboard discharge valves. <p><omitted></p> <p>605. Extended Dry-docking Interval System</p> <ol style="list-style-type: none"> 1. <omitted> 2. Necessary requirements <p>The necessary requirements for implementation of the "Extended Dry-docking Interval System" are as followings.</p> <ol style="list-style-type: none"> (1) ~ (6) <omitted> (7) The hull below load waterline is to be free of any recommendation. <p><hereafter, omitted></p>	<p style="text-align: center;">Section 6 Docking Survey</p> <p>601.-603. <same as the current Rules></p> <p>604. In-water Survey</p> <ol style="list-style-type: none"> 1. <same as the current Rules> 2. In-water Survey in lieu of the Docking Survey may be restricted at the discretion of the Society if there are record or indication of abnormal deterioration, existing outstanding <u>Condition of Class</u> for repairs, or damage to underwater part of the shell plating, the rudder, the propeller, the propeller shaft, sea connections or overboard discharge valves. <i>(2020)</i> <p><same as the current Rules></p> <p>605. Extended Dry-docking Interval System</p> <ol style="list-style-type: none"> 1. <same as the current Rules> 2. Necessary requirements <p>The necessary requirements for implementation of the "Extended Dry-docking Interval System" are as followings.</p> <ol style="list-style-type: none"> (1) ~ (6) <same as the current Rules> (7) The hull below load waterline is to be free of any <u>Condition of Class</u>. <i>(2020)</i> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. <omitted></p> <p>2. Procedural requirements for certain ESP surveys</p> <p>The objective of these requirements are to improve the quality of surveys. These requirements apply to surveys of hull structures and piping systems in way of cargo holds and/or cargo tanks, cofferdams, cargo pump rooms, pipe tunnels, void spaces, within the cargo length area and all ballast tanks. In the case of Bulk Carriers, selected fuel oil tanks within the cargo length area might be part of the areas to be surveyed according to the applicable provisions of the Ch 3, Sec. 2 Bulk Carriers or Ch 3, Sec. 6 Double Skin Bulk Carriers. Taking in to consideration, the size of vessels and scope of surveys for vessels noted below, it is more effective to have more than one Surveyor examine the required spaces, holds or tanks and to provide mutual support and consultation during the surveys in recommending repairs and actions required for <u>conditions of class/recommendations</u>. (2017)</p> <p>(1) ~ (2) <omitted></p> <p>(3) Though each attending Surveyor is not required to perform all aspects of the required survey, they are required to consult with each other and to do joint Overall and Close-up Surveys to the extent necessary to determine the condition of the vessel areas to which these requirements applies. The extent of these surveys should be sufficient for the Surveyors to agree on actions required to complete the survey with respect to renewals, repairs, and other <u>recommendations or conditions of class</u>. Each Surveyor is required to co-sign the survey report or indicate their concurrence in an equivalent manner. (2017)</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. <same as the current Rules></p> <p>2. Procedural requirements for certain ESP surveys</p> <p>The objective of these requirements are to improve the quality of surveys. These requirements apply to surveys of hull structures and piping systems in way of cargo holds and/or cargo tanks, cofferdams, cargo pump rooms, pipe tunnels, void spaces, within the cargo length area and all ballast tanks. In the case of Bulk Carriers, selected fuel oil tanks within the cargo length area might be part of the areas to be surveyed according to the applicable provisions of the Ch 3, Sec. 2 Bulk Carriers or Ch 3, Sec. 6 Double Skin Bulk Carriers. Taking in to consideration, the size of vessels and scope of surveys for vessels noted below, it is more effective to have more than one Surveyor examine the required spaces, holds or tanks and to provide mutual support and consultation during the surveys in recommending repairs and actions required for <u>Conditions of Class</u>. (2020)</p> <p>(1) ~ (2) <same as the current Rules></p> <p>(3) Though each attending Surveyor is not required to perform all aspects of the required survey, they are required to consult with each other and to do joint Overall and Close-up Surveys to the extent necessary to determine the condition of the vessel areas to which these requirements applies. The extent of these surveys should be sufficient for the Surveyors to agree on actions required to complete the survey with respect to renewals, repairs, and other <u>Conditions of Class</u>. Each Surveyor is required to co-sign the survey report or indicate their concurrence in an equivalent manner. (2020)</p> <p><hereafter, same as the current Rules></p>

(2) Effective date : 1 Jan 2020

(Date of which the application for survey is submitted for CoC)

Present	Amendments
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 8 <omitted></p> <p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1.~ 5. <omitted></p> <p>6. If, due to circumstances reasonably beyond the owner's or the Society's control, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the Society: 【See Guidance】</p> <p>(1) exams the ship's records;</p> <p>(2) carries out the due and/or overdue surveys and examination of <u>Recommendations/Conditions of Class</u> at the first port of call when there is an unforeseen inability of the Society to attend the vessel in the present port, and</p> <p><omitted></p> <p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~ 16. <omitted></p> <p>17. A prompt and thorough repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated <u>condition of classification, or recommendation.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 8 <same as the current Rules></p> <p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1.~ 5. <same as the current Rules></p> <p>6. If, due to circumstances reasonably beyond the owner's or the Society's control, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the Society: 【See Guidance】</p> <p>(1) exams the ship's records;</p> <p>(2) carries out the due and/or overdue surveys and examination of <u>Conditions of Class</u> at the first port of call when there is an unforeseen inability of the Society to attend the vessel in the present port, and <u>(2020)</u></p> <p><same as the current Rules></p> <p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~ 16. <same as the current Rules></p> <p>17. A prompt and thorough repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated <u>Condition of Class.</u> <u>(2020)</u></p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p>107. Repairs</p> <p>1.~ 4. <omitted></p> <p>5. Where the damage found on structure mentioned in Par 2 is isolated and of a localized nature which does not affect the ship's structural integrity(as for example a minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated <u>Recommendation/Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Recommendation/Condition of Class</u>), with a specific time limit in order to complete the permanent repair and retain classification.</p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>1. The first Special Survey is to be completed within 5 years from the date of the initial Classification Survey and thereafter within 5 years from the credited date of the previous Special Survey. Under 'exceptional circumstances', the Society may grant an extension not exceeding three(3) months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out: Where 'exceptional circumstance' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.</p> <p>(1) Annual Survey; (2) re-examination of <u>Recommendations/Conditions of Class</u>; (3) progression of the Special Survey as far as practicable; (4) in the case where dry docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding <u>Recommendation/ Condition of Class</u> regarding underwater parts.</p> <p><hereafter, omitted></p>	<p>107. Repairs</p> <p>1.~ 4. <same as the current Rules></p> <p>5. Where the damage found on structure mentioned in Par 2 is isolated and of a localized nature which does not affect the ship's structural integrity(as for example a minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated <u>Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Condition of Class</u>), with a specific time limit in order to complete the permanent repair and retain classification. <i>(2020)</i></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>1. The first Special Survey is to be completed within 5 years from the date of the initial Classification Survey and thereafter within 5 years from the credited date of the previous Special Survey. Under 'exceptional circumstances', the Society may grant an extension not exceeding three(3) months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out: Where 'exceptional circumstance' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions. <i>(2020)</i></p> <p>(1) Annual Survey; (2) re-examination of <u>Conditions of Class</u>; (3) progression of the Special Survey as far as practicable; (4) in the case where dry docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding <u>Condition of Class</u> regarding underwater parts.</p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">Section 6 Docking Survey</p> <p>601.-603. <omitted></p> <p>604. In-water Survey</p> <p>1. <omitted></p> <p>2. In-water Survey in lieu of the Docking Survey may be restricted at the discretion of the Society if there are record or indication of abnormal deterioration, existing outstanding <u>recommendation</u> for repairs, or damage to underwater part of the shell plating, the rudder, the propeller, the propeller shaft, sea connections or overboard discharge valves.</p> <p><omitted></p> <p>605. Extended Dry-docking Interval System</p> <p>1. <omitted></p> <p>2. Necessary requirements</p> <p>The necessary requirements for implementation of the "Extended Dry-docking Interval System" are as followings.</p> <p>(1) ~ (6) <omitted></p> <p>(7) The hull below load waterline is to be free of any recommendation.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 6 Docking Survey</p> <p>601.-603. <same as the current Rules></p> <p>604. In-water Survey</p> <p>1. <same as the current Rules></p> <p>2. In-water Survey in lieu of the Docking Survey may be restricted at the discretion of the Society if there are record or indication of abnormal deterioration, existing outstanding <u>Condition of Class</u> for repairs, or damage to underwater part of the shell plating, the rudder, the propeller, the propeller shaft, sea connections or overboard discharge valves. <i>(2020)</i></p> <p><same as the current Rules></p> <p>605. Extended Dry-docking Interval System</p> <p>1. <same as the current Rules></p> <p>2. Necessary requirements</p> <p>The necessary requirements for implementation of the "Extended Dry-docking Interval System" are as followings.</p> <p>(1) ~ (6) <same as the current Rules></p> <p>(7) The hull below load waterline is to be free of any <u>Condition of Class</u>. <i>(2020)</i></p> <p><hereafter, same as the current Rules></p>

Present	Amendments
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. <omitted></p> <p>2. Procedural requirements for certain ESP surveys</p> <p>The objective of these requirements are to improve the quality of surveys. These requirements apply to surveys of hull structures and piping systems in way of cargo holds and/or cargo tanks, cofferdams, cargo pump rooms, pipe tunnels, void spaces, within the cargo length area and all ballast tanks. In the case of Bulk Carriers, selected fuel oil tanks within the cargo length area might be part of the areas to be surveyed according to the applicable provisions of the Ch 3, Sec. 2 Bulk Carriers or Ch 3, Sec. 6 Double Skin Bulk Carriers. Taking in to consideration, the size of vessels and scope of surveys for vessels noted below, it is more effective to have more than one Surveyor examine the required spaces, holds or tanks and to provide mutual support and consultation during the surveys in recommending repairs and actions required for <u>conditions of class/recommendations</u>. <i>(2017)</i></p> <p>(1) ~ (2) <omitted></p> <p>(3) Though each attending Surveyor is not required to perform all aspects of the required survey, they are required to consult with each other and to do joint Overall and Close-up Surveys to the extent necessary to determine the condition of the vessel areas to which these requirements applies. The extent of these surveys should be sufficient for the Surveyors to agree on actions required to complete the survey with respect to renewals, repairs, and other <u>recommendations or conditions of class</u>. Each Surveyor is required to co-sign the survey report or indicate their concurrence in an equivalent manner. <i>(2017)</i></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. <same as the current Rules></p> <p>2. Procedural requirements for certain ESP surveys</p> <p>The objective of these requirements are to improve the quality of surveys. These requirements apply to surveys of hull structures and piping systems in way of cargo holds and/or cargo tanks, cofferdams, cargo pump rooms, pipe tunnels, void spaces, within the cargo length area and all ballast tanks. In the case of Bulk Carriers, selected fuel oil tanks within the cargo length area might be part of the areas to be surveyed according to the applicable provisions of the Ch 3, Sec. 2 Bulk Carriers or Ch 3, Sec. 6 Double Skin Bulk Carriers. Taking in to consideration, the size of vessels and scope of surveys for vessels noted below, it is more effective to have more than one Surveyor examine the required spaces, holds or tanks and to provide mutual support and consultation during the surveys in recommending repairs and actions required for <u>Conditions of Class</u>. <i>(2020)</i></p> <p>(1) ~ (2) <same as the current Rules></p> <p>(3) Though each attending Surveyor is not required to perform all aspects of the required survey, they are required to consult with each other and to do joint Overall and Close-up Surveys to the extent necessary to determine the condition of the vessel areas to which these requirements applies. The extent of these surveys should be sufficient for the Surveyors to agree on actions required to complete the survey with respect to renewals, repairs, and other <u>Conditions of Class</u>. Each Surveyor is required to co-sign the survey report or indicate their concurrence in an equivalent manner. <i>(2020)</i></p> <p><hereafter, same as the current Rules></p>

(3) Effective date : 1 Jan 2020

(The contract date for ship construction or the application date for a periodical or occasional machinery survey after the retrofit of harmonic filters)

Present	Amendments
<p data-bbox="129 244 1077 284">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p data-bbox="443 309 757 344">Section 1 <omitted></p> <p data-bbox="405 432 797 467">Section 2 Annual Survey</p> <p data-bbox="96 493 371 523">201. ~ 202. <omitted></p> <p data-bbox="96 608 909 638">203. Machinery, electrical installations and additional installations</p> <p data-bbox="129 655 629 686">1. ~ 26. <same as the present Rules></p> <p data-bbox="129 703 1106 858">27. Where <u>the electrical distribution system on board a ship includes harmonic filters</u>, confirming the measurement records for harmonic distortion levels experienced on the main busbar. <u>However, harmonic filters installed for single application frequency drives such as pump motors may be excluded from this requirement.</u> (2017) [See Guidance]</p> <p data-bbox="163 935 389 965"><hereafter, omitted></p>	<p data-bbox="1167 244 2114 284">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p data-bbox="1368 309 1906 344">Section 1 <same as the current Rules></p> <p data-bbox="1442 400 1834 435">Section 2 Annual Survey</p> <p data-bbox="1133 461 1666 491">201. ~ 202. <same as the current Rules></p> <p data-bbox="1133 608 1946 638">203. Machinery, electrical installations and additional installations</p> <p data-bbox="1167 655 1666 686">1. - 26. <same as the present Rules></p> <p data-bbox="1167 703 2145 858">27. Where <u>harmonic filters are installed on main busbars of electrical distribution system, other than those installed for single application frequency drives such as pump motors</u>, confirming the measurement records for harmonic distortion levels experienced on the main busbar. (2020) [See Guidance]</p> <p data-bbox="1223 927 1673 957"><hereafter, same as the current Rules></p>

Amended Guidances for the Classification of Steel Ships

(Part 1 Classification and Surveys)

Dec. 2019



KR

Effective date : 1 Jan. 2020

(1) Date of which application for survey in submitted

- reflected IACS UR Z1(Rev.7 May 2019)
- reflected the requests by the internal customers
- amended unreasonable contents disclosed while implementing the Rules etc.
- To reflect of the request for revision of Rules by Internal customers
 - Amendments have been made so that auxiliary machinery can be considered for inspection by the chief engineer during continuous inspection of machinery.

(2) Date of which application for survey in submitted

- reflected IACS PR1A(Rev.7 May 2019), PR1B(Rev. 4 May 2019), UR Z20(Rev.2 May 2019) for CoC

(3) Effective date : 1 Jan. 2020 (Contracted for construction)

- reflected the amendment of related Pt 7.

(1) Effective date : 1 Jan. 2020

(Date of which the application for survey is submitted)

Present	Amendments
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>Tests and Inspections specified in the Rules of the Society are to be carried out under attendance of the Surveyor, unless expressly specified otherwise.</p> <p>104. Equivalence [See Rule]</p> <p>In application to 104. of the Rules, the term "deemed to be equivalent to the Rules to the satisfaction to the Society" includes the following cases.</p> <p>(1) Where complying with a standard deemed appropriate by the Society(ISO, KS, ASME, JIS, etc.).</p> <p>(2) Where approved in accordance with Guidance for Approval of Risk-based Ship Design.</p> <p>(3) Where having proven service experience deemed appropriate by the Society. For the purposes of this paragraph, proven in-service experience means having a service record of maintaining the performance without any damage for sufficient period.</p> <p><u><newly added></u></p> <p>105. Novel features [See Rule]</p> <p><u>In application to 105. of the Rules, Guidance for Approval of Risk-based Ship Design may apply to validity verification of experiments, calculations or other supporting information provided to the Society.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>Tests and Inspections specified in the Rules of the Society are to be carried out under attendance of the Surveyor, unless expressly specified otherwise.</p> <p>104. Equivalence [See Rule]</p> <p>In application to 104. of the Rules, the term "deemed to be equivalent to the Rules to the satisfaction to the Society" includes the following cases.</p> <p>(1) Where complying with a standard deemed appropriate by the Society(ISO, KS, ASME, JIS, etc.).</p> <p>(2) Where approved in accordance with Guidance for Approval of Risk-based Ship Design.</p> <p>(3) Where having proven service experience deemed appropriate by the Society. For the purposes of this paragraph, proven in-service experience means having a service record of maintaining the performance without any damage for sufficient period.</p> <p><u>(4) Where there are records of vessel approved by any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS. (2020)</u></p> <p><hereafter, same as the current Guidances></p>

Present	Amendments
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101., 104., 106., 107., 108. 109., & 110. <omitted></p> <p>113. Preparations for survey</p> <p>1. <omitted></p> <p>2. In application to 113. 1 (7) of the Rules, "<u>insulations in way</u>" means the extent of insulations to determine the extent of the poor coating condition behind the insulation. <i>(2018)</i> [see rule]</p> <p><hereafter, omitted></p> <p>For reference(Koran language)</p> <p>2. 규칙 111.의 1항 (7)호에서 “<u>검사원이 필요하다고 인정하는 범위</u>”라 함은 방열재 뒤 불량한 상태인 도장의 범위를 결정하기 위하여 필요한 방열재의 범위를 말한다. <i>(2018)</i></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101., 104., 106., 107., 108., 109., & 110. <same as the current Guidances></p> <p>113. Preparations for survey</p> <p>1. <Same as the current Guidances></p> <p>2. In application to 113. 1 (7) of the Rules, "<u>to be extended as deemed necessary by the Surveyor</u>" means the extent of insulations to determine the extent of the poor coating condition behind the insulation. <i>(2020)</i> [see rule]</p> <p><hereafter, same as the current Guidances></p>

Present	Amendments
<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <omitted></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. ~ 2. <omitted></p> <p>3. In application to 202. 2 of the Rules, the following items are to be surveyed. [See Rule] (2017)</p> <p>(1) ~ (12)</p> <p>(13) Examining, where applicable, the alternative design and arrangements for fire safety appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation. (2017)</p> <p>(14) Examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, the ventilation, the provision of protective clothing and portable appliances and the testing of the water supply, bilge pumping and any water spray system. (2017)</p> <p><Newly added></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <same as the current Guidances></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. ~ 2. <same as the current Guidances></p> <p>3. In application to 202. 2 of the Rules, the following items are to be surveyed. [See Rule] (2017)</p> <p>(1) ~ (12)</p> <p>(13) Examining, where applicable, the alternative design and arrangements for fire safety appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation. (2017)</p> <p>(14) Examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, the ventilation, the provision of protective clothing and portable appliances and the testing of the water supply, bilge pumping and any water spray system. (2017)</p> <p>(15) <u>For ships designed to carry containers on or above the weather deck, as applicable, examining the water mist lance, and as appropriate, the mobile water monitors and all necessary hoses, fittings and required fixing hardware. (2020)</u></p> <p>(16) <u>Examining and testing the portable gas detectors suitable for the detection of the gas fuel, for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo. (2020)</u></p> <p><hereafter, same as the current Guidances></p>

Present

Annex 1-1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations

Ship Types	Special Feature Notations	Remarks
⟨omitted⟩		
4. Oil/Chemical Tanker (Double Hull) ⁽²⁻²⁾ ⟨Newly added⟩ 'ESP' ⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (CSR) ⁽²⁻⁴⁾	Special Feature Notations given in row 1 and row 3 ⁽⁹⁾	⁽⁹⁾ : See examples given in 2.2.

⟨hereafter, omitted⟩

Amendments

Annex 1-1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations

Ship Types	Special Feature Notations	Remarks
⟨same as the current Guidances⟩		
4. Oil/Chemical Tanker (Double Hull) ⁽²⁻²⁾ <u>(Double Hull)(EXP)</u> ⁽²⁻³⁾ 'ESP' ⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (CSR) ⁽²⁻⁴⁾	Special Feature Notations given in row 1 and row 3 ⁽⁹⁾	⁽⁹⁾ : See examples given in 2.2.

⟨hereafter, same as the current Guidances⟩

Present

(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.

Additional Special Feature Notations	Relevant Requirements
	<omitted>
WS	to ships where cargo holds are protected with sparrings in accordance with the requirements specified in Pt 4, Ch 6, 201. of the Rules.
	<omitted>

<hereafter, omitted>

Amendments

(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.

Additional Special Feature Notations	Relevant Requirements
	<same as the current Guidances>
-	-
	<same as the current Guidances>

<hereafter, same as the current Guidances>

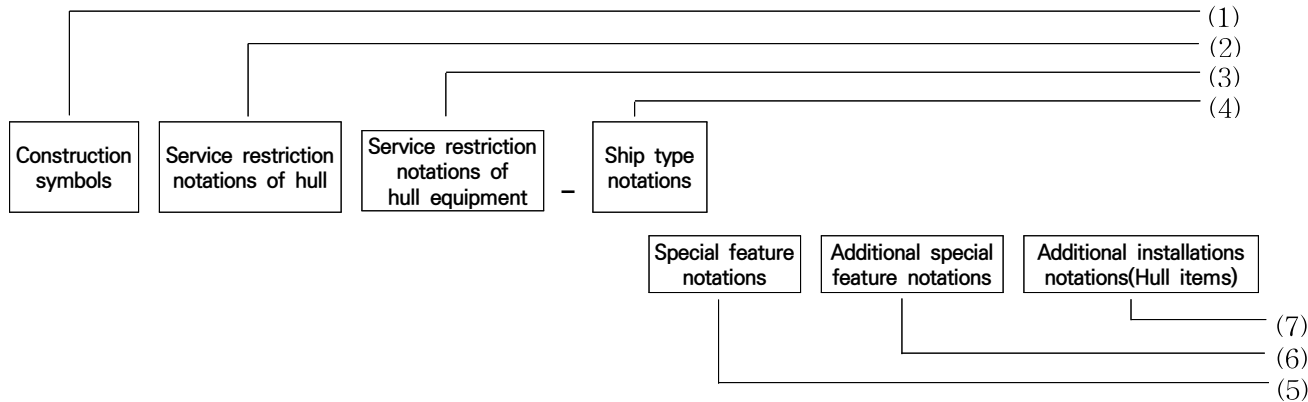
Present

Amendments

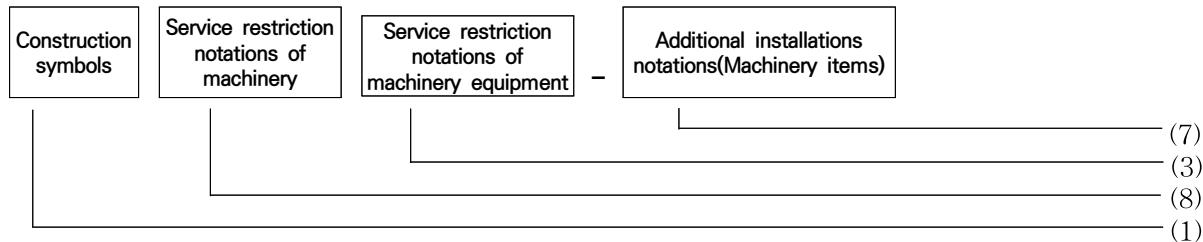
2. Written Examples of Class Notations

A typical arrangement of Class Notations will consist of the following structure.

<Hull>



<Machinery>



- (1) Construction symbols specified in ch 1, 201. (1) of the Rules.
- (2) Service restriction notations of hull specified in ch 1, 201. (2) of the Rules.
- (3) Service restriction notations of hull and machinery equipment specified in ch 1, 201. (4) of the Rules.
- (4) Ship type notations specified in ch 1, 201. (6) of the Rules and 1.1 above.
- (5) Special feature notations specified in Ch 1, 201. (7) of the Rules and 1.1 above.
- (6) Additional special feature notations specified in ch 1, 201. (7) of the Rules and 1.1 Remarks (32) above.
- (7) Additional installations notations(Hull and Machinery items) specified in ch 1, 201. (5) of the Rules and 1.2 above.
- (8) Service restriction notations of machinery specified in ch 1, 201. (3) of the Rules.

<hereafter, omitted>

~~2. Written Examples of Class Notations~~

~~- totally deleted~~

and moved to Notation Guide

Present

Amendments

3.0 Special feature

Example :

In cases where the ship is applied to the reduced scantling as the restriction of navigation area and condition :

☒ KRS 0 - Barge
Service between Korea and Sakhalin during May and June

※ Comparison of Ice Class of the Society with Finnish-Swedish Ice Class Rules 2010 and Arctic Shipping Pollution Prevention Regulations

Ice Class of the Society	Ice Class of Finish-Swedish Ice Class Rules 2010	Ice Class of the Society	Ice Class of Arctic Shipping Pollution Prevention Regulations
IA Super	IA Super	IA Super	Type A
IA	IA	IA	Type B
IB	IB	IB	Type C
IC	IC	IC	Type D
*	II	ID	Type D
<p>(NOTES) *) ID class of the Society is not equal to II class of the Finnish-Swedish Ice Class Rule, because ID class requires strengthening of forward region.</p>			

⟨hereafter, omitted⟩

~~3.0 Special feature~~
- totally deleted
and moved to Notation Guide

⟨hereafter, same as the current Guidances⟩

Present

Annex 1–12 Hull Survey for Classification Survey during Construction

Table 1 Surveyable Items Activities Table									
Reference	Shipbuilding function	Survey Requirements for Classification	Survey Method required for Classification	IACS reference*	Statutory requirements and relevant reference	Documentation available to classification Surveyor during construction	Documentation for ship construction file	Specific activities	Classification Society proposals for the project
<omitted>									
2.5 (2018)	Conformity for critical areas ¹⁾, when defined, with alignment/fit up or weld configuration	Check alignment /fit up/gap against approved drawings	Witness and review	Rec 47		Shipbuilders and recognised standards and Rules as applicable, approved plan or standard, builder's records	Approved plans of critical areas if applicable	Verify that the information relevant to the latest approved drawings is available at the workstations	
								Verify the processes to ensure satisfactory fit up and alignment at all workstations	
								Verify that edge preparations are re-instated where lost during fitting operations	
								Verify remedial procedures are in place to compensate for wide gaps and alignment deviations	
(Remarks)									
¹⁾ For the critical areas, the following information are available: <ul style="list-style-type: none"> a) The approved Hull Construction Monitoring Plan, in case the ship assigned with "Sea Trust(HCM)" notation as Hull Construction Monitoring Procedure or, b) Ship structure access manual, if applicable or, c) Representative critical areas by ship type(refer to Annex 1-12-4) or, d) The following publications for critical structural areas, where applicable: <ul style="list-style-type: none"> i) Oil Tankers : Guidance Manual for Tanker Structures by TSCF or Guidelines for Surveys, Assessment and Repair of Hull Structures By IACS(Rec 96) or A.1047(27) (2011 ESP Code), as amended. ii) Bulk Carriers : Bulk Carriers Guidelines for Surveys, Assessment and Repair of Hull Structure by IACS(Rec 76) or A.1047(27)(2011 ESP Code) as mended. iii) General Dry Cargo Ships : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS(Rec. 55) iv) Container Ship : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS(Rec. 84) etc. 									
<omitted>									

Amendments

Annex 1–12 Hull Survey for Classification Survey during Construction

Table 1 Surveyable Items Activities Table									
Reference	Shipbuilding function	Survey Requirements for Classification	Survey Method required for Classification	IACS reference*	Statutory requirements and relevant reference	Documentation available to classification Surveyor during construction	Documentation for ship construction file	Specific activities	Classification Society proposals for the project
<same as the current Guidances>									
2.5 (2018)	Conformity for critical areas ¹⁾, when defined, with alignment/fit up or weld configuration	Check alignment/fit up/gap against approved drawings	Witness and review	Rec 47		Shipbuilders and recognised standards and Rules as applicable, approved plan or standard, builder's records	Approved plans of critical areas if applicable	Verify that the information relevant to the latest approved drawings is available at the workstations	
								Verify the processes to ensure satisfactory fit up and alignment at all workstations	
								Verify that edge preparations are re-instated where lost during fitting operations	
								Verify remedial procedures are in place to compensate for wide gaps and alignment deviations	
(Remarks) ¹⁾ For the critical areas, the following information are available: a) The approved Hull Construction Monitoring Plan, in case the ship assigned with “Sea Trust(HCM)” notation as Hull Construction Monitoring Procedure or, b) Ship structure access manual, if applicable or, c) other references <i>(2020)</i> i) Representative critical areas by ship type(refer to Annex 1-12-4) or, ii) The following publications for critical structural areas, where applicable: - Oil Tankers : Guidance Manual for Tanker Structures by TSCF or Guidelines for Surveys, Assessment and Repair of Hull Structures By IACS(Rec 96) or A.1047(27) (2011 ESP Code), as amended. - Bulk Carriers : Bulk Carriers Guidelines for Surveys, Assessment and Repair of Hull Structure by IACS(Rec 76) or A.1047(27)(2011 ESP Code) as mended. - General Dry Cargo Ships : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS(Rec. 55) - Container Ship : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS(Rec. 84) etc.									
<same as the current Guidances>									

Present	Amendment
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;"><omitted></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items [See Rule]</p> <ol style="list-style-type: none"> 1. In application to 902. 1 and 2 of the Rules, "the Guidance" means the requirements specified in Annex 1-7 of the Guidance. 2. In application to 902. 3 of the Rules, the term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 6 of the Guidance. 3. In application to 902. 4 of the Rules, in case of passenger ships, the CMS should be complied with the followings. <ol style="list-style-type: none"> (1) <u>In applying Table 2 in Annex 1-7, inspections by chief engineers are not allowed and inspections are to be conducted in the presence of the Surveyor. (2019)</u> (2) Nevertheless the main and auxiliary engines for passenger ships may be overhauled(or opened up) in accordance with the following tables. However, opened up survey for high-rotating-speed internal combustion engines may be carried out in accordance with the requirements specified in 303. 2 (2) and 502. 1 (1) (b) of the Rules. <p style="text-align: center;"><omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;"><same as present></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items [See Rule]</p> <ol style="list-style-type: none"> 1. In application to 902. 1 and 2 of the Rules, "the Guidance" means the requirements specified in Annex 1-7 of the Guidance. 2. In application to 902. 3 of the Rules, the term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 6 of the Guidance. 3. In application to 902. 4 of the Rules, in case of passenger ships, the CMS should be complied with the followings. <ol style="list-style-type: none"> (1) <u>In applying Table 2 in Annex 1-7, inspections by chief engineers are not allowed for main and auxiliary engines, and inspections are to be conducted in the presence of the Surveyor. (2020)</u> (2) Nevertheless the main and auxiliary engines for passenger ships may be overhauled(or opened up) in accordance with the following tables. However, opened up survey for high-rotating-speed internal combustion engines may be carried out in accordance with the requirements specified in 303. 2 (2) and 502. 1 (1) (b) of the Rules. <p style="text-align: center;"><same as present></p>

(2) Effective date : 1 Jan. 2020

(Date of which the application for survey is submitted for CoC)

Present	Amendments
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401.~402. <omitted></p> <p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) [See Rule] <omitted></p> <p>1.~ 3. <omitted></p> <p>4. Classification Survey</p> <p>Classification Surveys may be, but are not required to be, credited as periodical surveys for maintenance of classification. <u>Recommendations and/or conditions of class</u> due for compliance at a specified periodical survey for maintenance of classification need not be carried out/complied with at a Classification Survey unless the Classification Survey is credited as the specified periodical survey for maintenance of classification or the <u>recommendation/condition of classification</u> is overdue.</p> <p>(1) When a ship is classed by the Society as a results of transfer of class</p> <p>(A) <omitted></p> <p>(B) For vessels less than 15 years of age, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>recommendations/conditions of class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the Society.</p> <p>For vessels 15 years of age and above, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>recommendations/conditions of class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the losing Society.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401.~402. <same as the current Guidances></p> <p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) [See Rule] <same as the current Guidances></p> <p>1.~ 3. <same as the current Guidances></p> <p>4. Classification Survey</p> <p>Classification Surveys may be, but are not required to be, credited as periodical surveys for maintenance of classification. <u>Conditions of Class</u> due for compliance at a specified periodical survey for maintenance of classification need not be carried out/complied with at a Classification Survey unless the Classification Survey is credited as the specified periodical survey for maintenance of classification or the <u>Condition of Class</u> is overdue. (2020)</p> <p>(1) When a ship is classed by the Society as a results of transfer of class</p> <p>(A) <same as the current Guidances></p> <p>(B) For vessels less than 15 years of age, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>Conditions of Class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the Society.</p> <p>For vessels 15 years of age and above, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>Conditions of Class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the losing Society. (2020)</p> <p><hereafter, same as current Guidances></p>

Present	Amendments
<p>(C) The validity of the Interim Certificate of Class and the subsequent Certificate of Class is subject to any outstanding <u>recommendations/conditions of class</u> previously issued against the vessel being completed by the due and as specified by the losing Society. Any outstanding <u>recommendations/conditions of class</u> with their due dates are to be clearly stated on the:</p> <p>(a)~ (b) <omitted></p> <p>(D) Any additional information regarding outstanding surveys or <u>recommendations/conditions of class</u> received from the losing Society is to be dealt with in accordance with above (B) and (C) as applicable. If this additional information is received after the Interim Certificate of Classification has been issued, any surveys or <u>recommendations/conditions of class</u> which are overdue are to be dealt with at the first port of call:</p> <p>(a) ~ (b) <omitted></p> <p>(2) When a vessel is classed by the Society as a double classed vessel</p> <p>(A) <omitted></p> <p>(B) Classification Survey is to be carried out in accordance with the requirements of (1) (A) above taking account of the <u>recommendations /conditions of class</u> of in the status provided by the first Society.</p> <p>(3) ~ (4) <omitted></p> <p>5. When a vessel is withdrawing class of the other Society from a double class arrangement with the Society</p> <p>(A) For vessels less than 15 years of age, all overdue <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed at the first port of call at which surveys can be carried out and all outstanding <u>recommendations /conditions of class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p>For vessels of 15 years of age and over, all overdue <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed by the withdrawing Society and all outstanding <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p><hereafter, omitted></p>	<p>(C) The validity of the Interim Certificate of Class and the subsequent Certificate of Class is subject to any outstanding <u>Conditions of Class</u> previously issued against the vessel being completed by the due and as specified by the losing Society. Any outstanding <u>Conditions of Class</u> with their due dates are to be clearly stated on the: <u>(2020)</u></p> <p>(a)~ (b) <same as the current Guidances></p> <p>(D) Any additional information regarding outstanding surveys or <u>Conditions of Class</u> received from the losing Society is to be dealt with in accordance with above (B) and (C) as applicable. If this additional information is received after the Interim Certificate of Classification has been issued, any surveys or <u>Conditions of Class</u> which are overdue are to be dealt with at the first port of call: <u>(2020)</u></p> <p>(a) ~ (b) <same as the current Guidances></p> <p>(2) When a vessel is classed by the Society as a double classed vessel</p> <p>(A) <same as the current Guidances></p> <p>(B) Classification Survey is to be carried out in accordance with the requirements of (1) (A) above taking account of the <u>Conditions of Class</u> of in the status provided by the first Society. <u>(2020)</u></p> <p>(3) ~ (4) <same as the current Guidances></p> <p>5. When a vessel is withdrawing class of the other Society from a double class arrangement with the Society</p> <p>(A) For vessels less than 15 years of age, all overdue <u>Conditions of Class</u> of the withdrawing Society are to be completed at the first port of call at which surveys can be carried out and all outstanding <u>Conditions of Class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p>For vessels of 15 years of age and over, all overdue <u>Conditions of Class</u> of the withdrawing Society are to be completed by the withdrawing Society and all outstanding <u>Conditions of Class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society. <u>(2020)</u></p> <p><hereafter, same as current Guidances></p>

Present	Amendments
<p>(B) The validity of the Certificate of Classification is subject to any outstanding <u>recommendations/conditions of class</u> previously issued against the vessel by the withdrawing Society being completed by the due date and as specified by the withdrawing Society. Any outstanding <u>recommendations/conditions of class</u> with their due dates are to be clearly stated on the:</p> <p>(a) class survey record if available on board; and (b) survey status</p> <p>(C) Any additional information regarding <u>recommendations/conditions of class</u> received from the withdrawing Society is to be dealt with in accordance with above (A) and (B) as applicable. If this additional information is received from the withdrawing Society after the Interim Certificate of Classification has been issued or the confirmation of the validation of the Certificate of Classification has been done, any <u>recommendations/conditions of class</u> which are overdue are to be dealt with at the first port of call at which surveys can be carried out by the relevant Society, depending on the age of the vessel.</p> <p>(D) When facilities are not available in the first port of survey, a direct voyage to a port where facilities are available may be accepted to complete surveys for overdue <u>recommendations/ conditions of class</u> of the withdrawing Society.</p> <p>⟨hereafter, omitted⟩</p>	<p>(B) The validity of the Certificate of Classification is subject to any outstanding <u>Conditions of Class</u> previously issued against the vessel by the withdrawing Society being completed by the due date and as specified by the withdrawing Society. Any outstanding <u>Conditions of Class</u> with their due dates are to be clearly stated on the: <i>(2020)</i></p> <p>(a) class survey record if available on board; and (b) survey status</p> <p>(C) Any additional information regarding <u>Conditions of Class</u> received from the withdrawing Society is to be dealt with in accordance with above (A) and (B) as applicable. If this additional information is received from the withdrawing Society after the Interim Certificate of Classification has been issued or the confirmation of the validation of the Certificate of Classification has been done, any <u>Conditions of Class</u> which are overdue are to be dealt with at the first port of call at which surveys can be carried out by the relevant Society, depending on the age of the vessel. <i>(2020)</i></p> <p>(D) When facilities are not available in the first port of survey, a direct voyage to a port where facilities are available may be accepted to complete surveys for overdue <u>Conditions of Class</u> of the withdrawing Society. <i>(2020)</i></p> <p>⟨hereafter, same as the current Guidances⟩</p>

Present	Amendments
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ Section 8 <omitted></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items [See Rule] <omitted></p> <p>903. Planned Maintenance System</p> <p>1.~3. <omitted></p> <p>4. In application to 903. 4 of the Rules, the damage and repairs for PMS should be complied with the following requirements. [See Rule]</p> <p>(1) ~ (2) <omitted></p> <p>(3) In the case of overdue outstanding <u>recommendations</u> or a record of unrepaired damage which would affect the PMS, the relevant items shall be kept out the PMS until the <u>recommendation</u> is fulfilled or the repair is carried out.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ Section 8 <same as current Guidances></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items [See Rule] <same as the current Guidances></p> <p>903. Planned Maintenance System</p> <p>1.~3. <same as the current Guidances></p> <p>4. In application to 903. 4 of the Rules, the damage and repairs for PMS should be complied with the following requirements. [See Rule]</p> <p>(1) ~ (2) <same as the current Guidances></p> <p>(3) In the case of overdue outstanding <u>Conditions of Class</u> or a record of unrepaired damage which would affect the PMS, the relevant items shall be kept out the PMS until the <u>Conditions of Class</u> is fulfilled or the repair is carried out. <i>(2020)</i></p> <p><hereafter, same as current Guidances></p>

Present	Amendments
<p>Annex 1-13 Owner's Hull Inspection and Maintenance Program</p> <p>1. General <omitted></p> <p>2. Requirements</p> <p>(1) Outstanding <u>recommendations/conditions of class</u> related to the hull, should be completed prior to the ship being able to participate in this program.</p> <p>(2) Surveys to maintain the classification are to be up-to-date, and without outstanding <u>recommendations/conditions of class</u> related to the hull structure and corrosion prevention system which would affect this program.</p> <p><omitted></p> <p>Annex 1-17 Laid-up and recommissioning of ships (2018)</p> <p style="text-align: center;">Section 1 General <omitted> Section 2 Surveys</p> <p>201. Laid-up survey</p> <p>1. At the beginning of the laid-up period, a laid-up survey is to be carried out as the followings:</p> <p>(1) General condition of hull above the waterline</p> <p>(2) Laid-up condition and anchoring arrangement.</p> <p>In particular, the <u>recommendation</u> which is affected her laid-up directly is to be surveyed with special attention.</p> <p>(3) ~ (9)</p> <p>202. Re-commissioning survey</p> <p>1. <omitted></p> <p>2. The scope of the re-commissioning survey is to include:</p> <p>(1) ~ (2) <omitted></p> <p>(3) dealing with the <u>recommendations</u> due at the date of recommissioning or which became due during the laid-up period.</p> <p><hereafter, omitted></p>	<p>Annex 1-13 Owner's Hull Inspection and Maintenance Program</p> <p>1. General <same as the current Guidances></p> <p>2. Requirements</p> <p>(1) Outstanding <u>Conditions of Class</u> related to the hull, should be completed prior to the ship being able to participate in this program.</p> <p>(2) Surveys to maintain the classification are to be up-to-date, and without outstanding <u>Conditions of Class</u> related to the hull structure and corrosion prevention system which would affect this program.</p> <p><same as the current Guidances></p> <p>Annex 1-17 Laid-up and recommissioning of ships (2018)</p> <p style="text-align: center;">Section 1 General <same as the current Guidances> Section 2 Surveys</p> <p>201. Laid-up survey</p> <p>1. At the beginning of the laid-up period, a laid-up survey is to be carried out as the followings:</p> <p>(1) General condition of hull above the waterline</p> <p>(2) Laid-up condition and anchoring arrangement.</p> <p>In particular, the <u>Condition of Class</u> which is affected her laid-up directly is to be surveyed with special attention.</p> <p>(3) ~ (9)</p> <p>202. Re-commissioning survey</p> <p>1. <same as the current Guidances></p> <p>2. The scope of the re-commissioning survey is to include:</p> <p>(1) ~ (2) <same as the current Guidances></p> <p>(3) dealing with the <u>Conditions of Class</u> due at the date of recommissioning or which became due during the laid-up period.</p> <p><hereafter, same as the current Guidances></p>

(3) Effective date : 1 Jan. 2020

(Contracted for construction)

Present	Amendments
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ 3 <omitted></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted></p> <p>403. Requirements of survey</p> <p style="padding-left: 20px;">1.~ 8. <omitted></p> <p>9. In application to 403. 1 of the Rules, for ships which are to be comply with Annex 7-8, 3 of the Guidance as a safety measure for container ships incorporating extremely thick steel plates, NDT is to be carried out in accordance with Annex 7-8, 3 and Table 1 of the Guidance at No. 2 Special Survey and every even Special Survey after that(e.g. No.4, No. 6 Special Survey, etc.). [See Rule]</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ 3 <omitted></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted></p> <p>403. Requirements of survey</p> <p style="padding-left: 20px;">1.~ 8. <omitted></p> <p>9. In application to 403. 1 of the Rules, for ships which are to be comply with Annex 7-8, 3 of the Guidance as a safety measure for container ships incorporating extremely thick steel plates, NDT is to be carried out in accordance with Annex 7-8, 3 and Table 1 of the Guidance at No. 2 Special Survey and every even Special Survey after that(e.g. No.4, No. 6 Special Survey, etc.). <u>However, for ships contracted for construction on or after 1 January 2020, above requirement is not applied. (2020)</u> [See Rule]</p> <p style="text-align: center;"><hereafter, same as current Guidances></p>