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ISTHMUS BUREAU OF SHIPPING

# PART 1A

# GENERAL REGULATIONS FOR THE CLASSIFICATION AND TECHNICAL SUPERVISION

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# PRINCIPLES FOR THE CLASSIFICATION AND CONSTRUCTION OF STEEL SHIPS

## PART 1A: GENERAL REGULATIONS FOR THE CLASSIFICATION AND TECHNICAL SUPERVISION

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## Chapter 1 GENERAL PROVISIONS

### 1.1 General

**1.1.1** *ISTHMUS BUREAU OF SHIPPING* hereinafter referred to as "*The Society*" is an independent organization founded in Panama in 1995, which carries out surveys and classifications of ships. The Society is a member of the *International Association of Technical Survey and Classification Institution* (*TSCI*).
The Society maintains a quality system complying with the requirements of *ISO* 9001 which is confirmed by the relevant *SGS Certificate* issued on the basis of appropriate audits.
Besides, being authorized by the government of the Republic of Panama and by the governments of other countries to act on behalf of, the Society carries out surveys within its terms of reference for compliance with the requirements of international conventions and agreements to which the above governments are parties.

**1.1.2** The Society establishes technical requirements ensuring safe operation of ships in accordance with their purpose, safety of life at sea and carriage of goods by sea as well as pollution prevention from ship, it carries out surveys for compliance with the above requirements, assigns class to ship.

**1.1.3** The Society activity is based on the Rules published by that body and is aimed at determining whether ships as well as materials and products intended for the construction and repair of ships and their equipment comply with the Rules and with additional requirements. The application and fulfillment of the Rules and additional requirements are the obligation of design bureaus, shipowners, shipyards and manufacturers of materials and products to which the requirement of the Rules apply.
The Society activity does not substitute for the shipowner, shipyards or manufactures technical control.

**1.1.4** Technical Supervision and Classification activity covers the following:

(1) Development and publication of Rules and others normative documents;
(2) Consideration and approval of technical documentation;
(3) Construction, conversion, modernization, and repair surveys of ship manufacture and repair surveys of products as well as manufacture surveys of materials for shipbuilding;
(4) Surveys of ships in service;
(5) Assignment, renewal and reinstatement of class;
(6) Drawing up and issue of the Society certificates.

**1.1.5** The Society analyzes and reconciles with its Rules those norms of International Conventions, the regulations of the marine administrations and other technical documents related with activity.

**1.1.6** The Society will carry out the supervision of all the classified ships.

**1.1.7** On special agreement, the Society may carry out the surveys of ships, installation or arrangement not specified in the Rules.

**1.1.8** The Society carries out surveys of ship refrigerating installation from the point of view of ship's safety, safety carriage of goods, absence of the ozone-destructive effect of refrigerating upon the environment, as well as the classification of ship refrigerating installation.

**1.1.9** The Register of Ships is published by the Society, containing the particulars of self-propeller sea-going ships classed with the Society.

**1.1.10** Other Society activity covers:

(1) Construction, conversion, modernization and repair surveys of ships as well as manufacture and repair surveys of products and manufacture surveys of materials for shipbuilding for compliance with the provisions of international conventions and agreements;
(2) Ship registry;
(3) Initiative surveys of ships;
(4) Other activity not related with classification of ships.

## 1.2 Definitions and Explanations

The definitions of terms and explanations which appear in the Rules and Regulations are as specified in this Chapter, unless otherwise specified elsewhere.

**1.2.1 Rules:** Principles for the Classification and Construction of Steel Ships, which consist of the following volumes:

*Volume 1*

*Part 1 Regulations*

*Part 1A General Regulations for the Classification and Technical Supervision.*

*Part 1B Class Survey Regulations*

*Volume 2*

*Part 2 Hull Construction*

*Part 3 Subdivision*

*Part 4 Stability*

*Part 5 Equipment*

*Part 6 Fire protection*

*Part 7 Machinery Installations*

*Part 8 Electrical installations*

*Part 9 Refrigerating Installation*

*Part 10 Materials*

*Part 11 Welding*

*Volume 3*

*Part 12 Hull Construction and Equipment of Small Ships*

*Part 13 Steel Barges*

### 1.2.2 Length of ship

Length of ship ($L$) is the distance in meters on the designed maximum load line defined in **1.2.11(2)**, from the fore side of the stem to the aft side of the rudder post for ships with a rudder post, or to the axis of the rudder stock for ships without a rudder post. However, for ships with a cruiser stern, $L$ is as defined above or 96% of the total length on the designed maximum load line, whichever is the greater.

### 1.2.3 Length of Freeboard

The length for freeboard ($L_f$) is 96% of the length in meters measured from the fore side of stem to the aft side of the aft end shell plate on a waterline at 85% of the least moulded depth measured from the top of the keel, or the length in metres measured from the fore side of the stem to the axis of the rudder stock on that waterline, whichever is the greater. However, where the stem contour is concave above the waterline at 85% of the least moulded depth, the forward terminal of this length is to be taken at the vertical projection to this waterline of the aftermost point of the stem contour. For ships without a rudder stock, the length is to be taken as 96% of the waterline at 85% of the least moulded depth. The waterline on which this length is measured is to be parallel to the load line defined in **1.2.11** in this Chapter.

### 1.2.4 Breadth of Ship

The breadth of ship ($B$) is the horizontal distance in metres from outside of frame to outside of frame measured at the broadest part of the hull.

### 1.2.5 Breadth for Freeboard

The breadth for freeboard ($B_f$) is the maximum horizontal distance in metres from outside of frame to outside of frame measured at the middle of $L_f$.

### 1.2.6 Depth of Ship

The depth of ship (*D*) is the vertical distance in metres, measured at the middle of *L*, from the top of the keel to the top of the freeboard deck beam at side. In the case where watertight bulkheads extend to a deck above the freeboard deck and are recorded in the Register Book as effective up to that deck, the depth is to be measured to the bulkhead deck.

### 1.2.7 Depth for Strength Computation

The depth for strength computation (*Ds*) is the vertical distance in meters, measured at the middle of *L*, from the top of the keel to the top of the freeboard deck beam at side; or in the case where the superstructure deck is the strength deck, to the top of the superstructure deck beam at side. Where the deck does not cover the midship, the depth is to be measured at the imaginary deck line which is extended to the middle of *L* along the strength deck line.

### 1.2.8 Speed of Ship

Speed of ship (*V*) is the designed speed in knots which the ship with clean bottom can attain at the maximum continuous output on calm sea in a loaded condition corresponding to the designed maximum load line (hereinafter referred to as the full load condition in the Rules).

### 1.2.9 Midship Part of Ship

The midship of ship is the part 0.4*L* amidships unless otherwise specified.

### 1.2.10 End Parts of Ship

The end parts of ship are the parts 0.1*L* from each end of the ship.

### 1.2.11 Load Line and Designed Maximum Load Line

**1.** Load line is the water line corresponding to each freeboard assigned in accordance with the provisions of *International Convention on Load Lines* (*ILLC*).

**2.** Designed maximum load line is the water line corresponding to the full load condition.

### 1.2.12 Load Draught and Designed Maximum Load Draught

1. Load draught is the vertical distance in metres from the top of the keel plate to the load line measured at the middle of $L_{f.}$

2. Designed maximum load draught (*d*) is the vertical distance in metres from the top of keel plate to the designed maximum load line measured at the middle of *L*.

### 1.2.13 Full Load Displacement

Full load displacement (*W*) is the moulded displacement in tons corresponding to the full load condition.

### 1.2.14 Block Coefficient

Block coefficient ($C_b$) is the coefficient given by dividing the volume corresponding to full load displacement ($W$) by $LBd$.

### 1.2.15 Freeboard Deck

**1.** The freeboard deck is normally the uppermost continuous deck. However, in cases where openings without permanent closing appliances exist on the exposed part of the uppermost continuous deck or where openings without permanent watertight closing appliances exist on the side of the ship below that deck, the freeboard deck is the continuous deck below that deck.

**2.** For ships having a discontinuous freeboard deck (e.g. a stepped freeboard deck), the freeboard deck is to be determined as follows:

(1) Where a recess in the freeboard deck extends to both sides of the ship and is in excess of 1 *m* in length, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.

(2) Where a recess in the freeboard deck does not extend to the sides of the ship or is not in excess of 1 *m* in length, the upper part of the deck is taken as the freeboard deck.

(3) Recesses not extending from side to side in the deck designated as the freeboard deck in accordance with the provisions of **-3** below the exposed deck may be disregarded, provided all openings in the exposed deck are fitted with weathertight closing appliances.

**3.** Where a ship has multiple decks, an actual deck lower than one that complies with the freeboard deck defined above in **-1** or **-2** can be deemed the freeboard deck, and the load line can be marked corresponding to this deck in accordance with the requirements of *ILLC*. However, this lower deck is to be continuous in a fore and aft direction at least between the machinery space and peak bulkheads and continuous athwartships. Within cargo spaces, the deck is to be of suitably framed decks or stringers having adequate width and continuous in a fore and aft direction at the ship sides and transversely at each watertight bulkhead that extends to the upper deck. When this lower deck is stepped, the lowest line of the deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.

### 1.2.16 Bulkhead Deck

The bulkhead deck is the highest deck to which the watertight transverse bulkheads (except both peak bulkheads) extend and are made effective.

### 1.2.17 Strength Deck

The strength deck is the uppermost deck to which the shell plates extend at each section on the length of the ship. However, for superstructures (not including sunken superstructures) not exceeding $0.15L$ in length, the strength deck is the deck just below the superstructure deck. For design reasons, this deck may be taken as the strength deck even for superstructures exceeding $0.15L$ in length.

### 1.2.18 Raised Quarterdeck

The raised quarterdeck is a sunken superstructure deck which has no decks below it.

### 1.2.19 Superstructure

The superstructure is the decked structure on the freeboard deck, extending from side to side of the ship or having its side walls no further than $0.04B_f$ inboard from the sides of the ship. Superstructures are classified as follows:

(1) A bridge is a superstructure which does not extend to either the forward or after perpendicular.

(2) A poop is a superstructure which extends from the after perpendicular forward to a point which is aft of the forward perpendicular. The poop may originate from a point aft of the after perpendicular.

(3) A forecastle is a superstructure which extends from the forward perpendicular aft to a point which is forward of the after perpendicular. The forecastle may originate from a point forward of the forward perpendicular.

(4) A full superstructure is a superstructure which, as a minimum, extends from the forward to the after perpendicular.

### 1.2.20 Enclosed Superstructure

The enclosed superstructure is the superstructure complying with the following conditions:

(1) Access openings in the end bulkheads of the superstructure are provided with doors complying with the requirements in **17.3.1, Part 2**.

(2) All other openings in side or end bulkheads of the superstructure are provided with efficient weathertight means of closing.

(3) A means of access for the crew to reach machinery and other working spaces within a bridge or poop starting from any point on the uppermost complete exposed deck or higher is available at all times even when bulkhead openings are closed.

### 1.2.21 Approved Working Pressure of Boiler and Pressure Vessel

The approved working pressure of a boiler or a pressure vessel is the maximum pressure at its drum intended by the manufacturer or user, and is not to exceed the minimum value among the allowable pressures of various parts determined in accordance with the requirements in **Chapter 9** and **10, Part 7** of the Rules.

### 1.2.22 Nominal Pressure of Boiler with Superheater

The nominal pressure of a boiler with superheater is the maximum steam pressure at superheater outlet intended by the manufacturer or user, under which the safety valve of the superheater is to be set.

Note: Engines, pipes, etc. connected with a boiler or a pressure vessel are to be designed so as to withstand greater pressures than the nominal pressure (the approved working pressure in case of a pressure vessel or boiler without superheater).

### 1.2.23 Maximum Continuous Output of Engine

Maximum continuous output of engine is the maximum output at which the engine can run safely and continuously in the design condition (the full load running condition for a main engine)

**1.2.24 Number of Maximum Continuous Revolutions**

The number of maximum continuous revolutions is the number of revolutions at maximum continuous output.

Note: The strength calculations of engines are to be based upon the maximum continuous output and the number of maximum continuous revolutions.

**1.2.25 Propeller Shaft Kind 1 and Propeller Shaft Kind 2**

**1.** Propeller shaft Kind 1 is a propeller shaft which is effectively protected against corrosion by sea water with a means approved by the Society or which is made of corrosion resistant materials approved by the Society. Of these shafts which comply with the following **(1), (2)** or (**3)** are categorized respectively in propeller shaft Kind 1*A*, propeller shaft Kind 1*B* and propeller shaft Kind 1*C*.

(1) Propeller shaft Kind 1*A* is a propeller shaft with/without a keyed propeller attachment or with a coupling flange at the after end; to which a water-lubricated stern tube bearing (includes shaft bracket bearing for all references to the water-lubricated stern tube bearing hereinafter in this Chapter) is attached.

(2) Propeller shaft Kind 1*B* is a propeller shaft with/without a keyed propeller attachment or with a coupling flange at the after end; to which an oil-lubricated stern tube bearing is attached except for the shafts complying with **(3).**

(3) Propeller shaft Kind 1*C* is a propeller shaft satisfying the conditions in **(2)** and the requirements in **6.2.11, Part 7**.

**2.** Propeller Shaft Kind 2 is a propeller shaft other than those specified in **-1**.

**1.2.26 Stern Tube Shaft**

Stern tube shaft is an intermediate shaft which lies in a stern tube.

**1.2.27 Stern Tube Shaft Kind 1 and Stern Tube Shaft Kind 2**

**1.** Stern tube shaft Kind 1 is a stern tube shaft which is effectively protected against corrosion by sea water with a means approved by the Society or which is made of corrosion resistant materials approved by the Society. Of these shafts to which the water-lubricated bearing is adopted are categorized in stern tube shaft Kind 1*A* and such shafts to which the oil-lubricated bearing is adopted are categorized in stern tube shaft Kind 1*B*.

**2.** Stern tube shaft Kind 2 is a stern tube shaft other than those specified in **-1**

**1.2.28 Deadweight Tonnage**

Deadweight tonnage (*DW*) is the difference in tons between full load displacement (*W*) and light weight (*LW*).

**1.2.29 Light Weight**

Light Weight (*LW*) is the displacement in tons excluding cargoes, fuel oil, lubricating oil, ballast and fresh water in tanks, stored goods, and passengers and crew and their effects.

### 1.2.30 Maximum Astern Speed

Maximum astern speed of ship is the design speed in knots which the ship with clean bottom can attain at the maximum astern output on calm sea in the full load condition.

### 1.2.31 Dead Ship Condition

Dead ship condition is the condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.

### 1.2.32 Machinery Space of Category A

Machinery spaces of category A are those spaces and trunks to such spaces which contain:

(1) Internal combustion machinery used for main propulsion; or

(2) Internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 *kW*, or

(3) Any oil-fired boiler (including inert gas generators) or oil fuel unit (including incinerators).

### 1.2.33 Machinery Space

Machinery spaces are all machinery spaces of category *A* and all other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.

### 1.2.34 Cargo Space

Cargo spaces are all spaces used for cargo (including cargo oil tanks) and trunks to such spaces.

### 1.2.35 Cargo Area

Cargo area is that part of the ship that contains cargo tanks, slop tanks and cargo pump rooms including pump rooms, cofferdams, ballast and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the aforementioned spaces.

### 1.2.36 Accommodation Space

Accommodation spaces are those spaces used for public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, games and hobby rooms, barber shops, pantries containing no cooking appliances and similar spaces.

### 1.2.37 Public Space

Public spaces are those portions of the accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

**1.2.38 Service Space**

Service spaces are those spaces used for galleys, pantries containing cooking appliances, lockers, mail and specie rooms, storerooms, workshops other than those forming part of the machinery spaces, and similar spaces and trunks to such spaces.

**1.2.39 Passenger Ship**

A passenger ship is a ship which carries more than twelve passengers where a passenger is every person other than:

(1) The master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and

(2) A child under one year of age.

**1.2.40 Cargo Ship**

A cargo ship is any ship which is not a passenger ship.

**1.2.41 Tanker**

A tanker is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of a flammable nature except ships carrying liquefied gases in bulk and ships carrying dangerous chemicals in bulk.

**1.2.42 Ship Carrying Liquefied Gases in Bulk**

A ship carrying liquefied gases in bulk is a cargo ship constructed or adapted and used for the carriage in bulk of liquefied gases.

**1.2.43 Ship Carrying Dangerous Chemicals in Bulk**

A ship carrying dangerous chemicals in bulk is a cargo ship constructed or adapted and used for the carriage in bulk of dangerous chemicals.

**1.2.44 Ships at Beginning Stage of Construction**

A ship at beginning stage of construction is a ship whose keel is laid or a ship at a similar stage of construction. For this purpose, the term a similar stage of construction means the stage at which:

(1) construction identifiable with a specific ship begins; and

(2) assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is less.

**1.2.45 Watertight**

Watertight means having scantlings and arrangements capable of preventing the passage of water in any direction under the head of water that is likely to occur in intact and damaged conditions. In the damaged condition, including intermediate stages of flooding, the head of water is to be considered in the worst situation at equilibrium.

**1.2.46 Weathertight**

Weathertight means that in any sea conditions water will not penetrate into the ship.

**1.2.47 Keel Line**

Keel line is a line parallel to the slope of the keel passing amidships through the top of the keel at the centerline or at the line of intersection of the inside of a shell plating with the keel if a bar keel extends below that line, on a ship with a metal shell.

**1.2.48 Tug**

A Tug is a ship intended and equipped for towing.

**1.2.49 Fishing Vessel**

A Fishing vessel is vessel used directly for catching or for catching and processing the catch (fish whales, seals, walrus or other living resources of the sea).

**1.2.50 Floating Crane**

A Floating crane is a ship having a pontoon type hull with a jib crane installed on a deck.

**1.2.51 Supply Vessel**

A Supply vessel is a ship intended for the carriage of service materials and cargo and for assistance in drilling and excavating work at sea.

**1.2.52 Special Purpose Ship**

An Special purpose ship is a mechanically self-propelled ship which by reason of its function carries on board more than 12 persons of special personnel including passengers (by these ships are meant research, expeditionary, hydrographic, training ships; whale and fish factory ships and other ships engaged in processing of living resources of the sea and not engaged in catching, and the like ships).

**1.2.53 Special Personnel**

Special personnel means all persons who are not passengers or members of the crew and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship.

**1.2.54 Barge**

A Barge is a floating structure intended for the carriage of cargoes in cargo holds, on decks and /or in tanks integrated with hull structures, not propelled by mechanical means.

**1.2.55 International Voyage**

International voyage means a voyage from a country to which the present Convention applies to a port outside such country, or conversely.

**1.2.56 Date of Contract for Construction of a Ship**

**1.** The date of "contract for construction" of a ship is the date on which the contract to build the ship is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the ships included in the contract shall be declared to the Society by the party applying for the assignment of class to a newbuilding.

**2.** The date of contract for construction of a series of ships, including specified optional ships for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.

Ships built under a single contract for construction are considered a "series of ships" if they are built to the same approved plans for classification purposes. However, ships within a series may have design alterations from the original design provided:

(1) Such alterations do not affect matters related to classification; or

(2) If the alterations are subject to classification requirements, these alterations shall comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted, to the society for approval.

The optional ships will be considered part of the same series of ships if the option is exercised not later than 1 year after the contract to build the series was signed.

**3.** If a contract for construction is later amended to include additional ships or additional options, the date of contract for construction for such ships is the date on which the amendment to the contract is signed between the prospective owner and the shipbuilder. The amendment to the contract shall be considered as a "new contract" to which the above explanations apply.

**4.** If a contract for construction is amended to change the ship type, the date of contract for construction of this modified ship or ships is the date on which revised contract or new contract is signed between the shipowner, or shipowners and the shipbuilder.

**1.2.57** For the provisions of 2.1.4 and 2.1.5 below, the following definitions are to apply:

(a) **Length of ship** is the distance, in meters, measured on the summer load waterline, from the forward side of the stem to the after side of the rudder post, or to the centre of the rudder stock where there is

no rudder post. This length is to be not less than 96% and need not exceed 97% of the extreme length on the summer load waterline.

(b) **Bulk carrier** means a sea going self-propelled ship which is constructed generally with single deck, double bottom, hopper side tanks and topside tanks, and with single or double side skin construction in cargo length area; and intended primarily to carry dry cargoes in bulk, excluding ore carriers and combination carriers.

(c) **Oil tanker** means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and including combination carriers and any chemical tanker when it is carrying a cargo or part cargo of oil in bulk. Double hull oil tanker means an oil tanker which has the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces.

**1.2.58 Special Consideration** is the determination of the extent, to which an object under technical supervision meets the additional requirements.

**1.2.59 The Society´s Class (class)** is a combination of conventional characters and descriptive notations assigned to the ships, which define their structural features, purpose and operational conditions stipulated by the Rules.

**1.2.60 Sheltered Water:** Water where the fetch is six nautical miles or less.

**1.2.61 Fetch:** The extent of clear water across which a wind has blown before reaching the ship.

## 1.3 Rules

### 1.3.1 Rules to be applied

**1.** The following Rules are developed, published and used by the Society:
*Principles for the Classification and Construction of Steel Ships* (hereinafter referred to as "*the Rules*"),
**2.** The society will define other Rules representing additional indications when considered necessary, which will be published in the form of provisional Rules.
**3.** The Society also develops, publishes and uses guidelines on the survey of ships, materials and products for building as well as other guidelines and technical requirements regulating the Society activity in other spheres.

### 1.3.2 Application of the Rules to Ships under Construction, Materials and Products.

**1.** For newly built ship the Rules or amendments thereto as in effect on the date of signing the contract for construction of a ship (series of sister ship) are generally applied.

If the ship design is submitted to the Society for approval before the date of signing the contract for construction, the Rules or amendments thereto as in effect on the date of the customer's request for the design review are applied .In this cases if the new Rules or amendments thereto, according to which the ship design was approved become effective on the date of signing the contract for construction of a ship, the design shall be revised for compliance with the above Rules or amendments.

**2.** Materials and products, technical documentation on which is submitted to the Society for approval after the enforcement of the Rules or amendments thereto, shall comply with the requirements of the above Rules and amendments.

### 1.3.3 Application of Rules to Ships in Service

**1.** For ships in service the requirements of edition of the Rules, according to which the ship were built, are applied, unless otherwise specified in the subsequent editions of the Rules and notices of amendments thereto issued after publication of the above rules.

**2.** For ships in service classified by the Society for the first time, the requirements of the Rules effective for the period of construction of the given ship considering the requirements of subsequent editions of the Rules ,which apply to ships in service.

**3.** The scope of application of the newly published Rules to ships in service, repair after an accident or other similar cases, as well as at conversion, shall be specified by the Society considering practicability and technical feasibility in each particular case.

### 1.3.4 Deviations from the Rules

**1.** The Society may allow using materials and products, ship structures, or their separate arrangements, other than those required by the Rules, providing they are as effective as those specified by the Rules. Where the ships covered by international conventions and agreements are concerned, deviations from the requirements may only be allowed by the Society if they are accepted by the relevant conventions or agreements.

In the above cases, data shall be submitted to the Society enabling to ascertain that the materials, structures and products in questions meet the requirements ensuring the ship safety, safety of life at sea, safe carriage of goods by sea as well as ecological safety of the environment.

**2.** Where the structure of a ship, machinery, arrangement, installations, equipment and outfit or the materials used cannot be recognized as being adequately verified in service, the Society may require special test to be held during construction and, in case of a ship in service, may reduce intervals between periodical surveys or extend the scope of these surveys.

## 1.4 Documents

**1.4.1** As result of this activity, the Society issues relevant certificates:

(1) Certificates confirming compliance with Rules for the Classification and Construction of ships.

(2) Certificates stipulated by international conventions and codes.

(3) Surveys reports serving as the base for issuing relevant certificates.

(4) Certificates for materials and products confirming their compliance with the requirement of the Society Rules.

## 1.5 Terms and Conditions

IBS's services do not assess compliance with any standard other than the applicable Isthmus Bureau of Shipping rules, International conventions, National Regulations, and/or other standards agreed in writing by IBS and the Client.

### 1.5.1 Limitation of Liability

The liability of Isthmus Bureau of Shipping (IBS), its committees, officers, employees, agents or subcontractors for any loss, claim or damage arising from its negligent performance or nonperformance of any of its services or from breach of any implied or express warranty of workmanlike performance in connection with those services, or from any other reason, to any person, corporation, partnership, business entity, will be limited to an amount equal to the sum actually paid for the services alleged to be deficient.

Under no circumstances shall Isthmus Bureau of Shipping (IBS) be liable for indirect or consequential loss or damage (including, but without limitation, loss of profit, loss of contract, or loss of use) suffered by any person as a result of any failure by IBS in the performance of its obligations under these Rules. Under no circumstances whatsoever shall any individual who may have personally caused the loss, damage or expense be held personally liable.

### 1.5.2 Hold Harmless

The party requesting services hereunder, or his assignee or successor in interest, agrees to release IBS, its committees, officers, employees, agents or subcontractors and to indemnify and hold harmless IBS from and against any and all claims, demands, lawsuits or actions for damages, including legal fees, to persons and/or property, tangible, intangible or otherwise which may be brought against IBS incidental to, arising out of or in connection with this Agreement, the work to be done, services to be performed or material to be furnished hereunder.

### 1.5.3 Time for Legal Action

Any statutes of limitation notwithstanding, Owner's right to bring or to assert against IBS any and all claims, demands or proceedings whether in arbitration or otherwise shall be waived unless notice is received by IBS within sixty (60) days after Owner had notice of or should reasonably have been expected to have had notice of the basis for such claims and arbitration or legal proceedings, if any, based on such claims or demands of whatever nature are commenced within one hundred and twenty (120) days of the date of such notice to IBS.

### 1.5.4 Arbitration

Any and all differences and disputes of whatsoever nature arising out of services under these Rules shall be put to arbitration in the City of Panama pursuant to the laws relating to arbitration there in force, before a board of three persons, consisting of one arbitrator to be appointed by IBS, one by the Client, and one by the two so chosen. The decision of any two of the three on any point or points shall be final. The arbitration is to be conducted in the Spanish language. The governing law shall be the law of the Republic of Panama.

## 1.6 Confidentiality

**1.6.1** The Society considers as confidential any information obtained in the course of rendering service and does not provide the contents or copies without prior agreement with the customer to outside organizations except for the following in cases specified in the Society Rules, upon a decision of the court, on trials and at the request of flag states.

# Chapter 2 CLASSIFICATION

## 2.1 Application

**2.1.1** The Rules apply to:

(1) Ships of 24 *m* length and above, irrespective of the power of main engines and gross tonnage;

(2) Ships of less than 24 *m* length intended to operate in unrestricted waters;

(3) Sea-going ships designed primarily for the carriage of general cargo;

(4) Refrigerated cargo ships and their refrigerating installations.

**2.1.2** With the Society consent, the Rules may be applied for the classification of ships not specified in **2.1.1**

**2.1.3** For special purpose ships of less than 500 *gross tonnages*, the applicable scope of the present Rules requirements is determined by the Society on the case to case basis.

**2.1.4** Bulk carriers with unrestricted international navigation, having length of 90 *m* or above and contracted for construction on or after 1 April 2006, are to comply with "*Common Structural Rules for Bulk Carries"* (*CSR-B*)**.** Issues other than those specified in (*CSR-B*) are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of *CSR-B.*

**2.1.5** Double hull oil tankers with unrestricted international navigation, having length of 150 *m* or above and contracted for construction on or after 1 April 2006, are to comply with "*Common Structural Rules for Double Hull Oil Tanker"* (*CSR-T*). Issues other than those specified in *CSR-T* are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of *CSR-T***.**

**2.1.6** Concerning gas tankers are given in the *International Code for the Construction and Equipment of Ships carrying Liquid Gases in Bulk (IGC Code- IMO).*

**2.1.7** Concerning chemical tankers are specified in the *International Code for the Construction and Equipment of Ships carrying dangerous Chemicals in Bulk (IBC Code-IMO).*

**2.1.8** Concerning High Speed Craft are specified in the *International Code of Safety for High Speed Craft (HSC Code- IMO).*

## 2.2 Classification of a Ship.

### 2.2.1 General

**1.** Assignment of the Society class to a ship means confirmation by the Society that the ship construction complies with the applicable requirements of the Ship Rules and its technical condition complies with the conditions of the ship operation, the ship is registered with the Society for specified period with performing the surveys stipulated by Rules for the Classification Surveys of Ships for this period.

**2.** The Society may assign a class to a ship proceeding from the results of survey during its construction, as well as assign or renew a class to a ship in service.

**3.** Renewal of a ship´s class means confirmation by the Society that the construction and technical condition of the ship comply with the provisions based on which a class has been assigned as well as extension of validity of the Society documents for a define period as required by the Rules.

**4.** Class of a ship is, generally assigned or renewed for 5 years. However, in sound cases the Society may assign or renew a class for a lesser period.

**5.** If a ship has the valid Society class this means that the ship's technical condition in full measure or to a degree considered adequate by the Society complies with the requirements of the Rules which apply to according to its purpose, service conditions and class notation. If a class of a ship is valid it is certified by the valid Classification certificate on board.

**6.** Classification Certificate becomes invalid and classification is automatically suspended in the following cases:

(1) After an accident (the ship shall be submitted for occasional survey at port where the accident took place or at the first port of call, if the accident took place at sea);

(2) If alterations not agreed with the Society have taken place in the construction and /or if any chance has been made in the equipment which may result in reducing the standard required by the Rules;

(3) When repair of ship´s items has been performance without the agreement and/or survey by the Society;

(4) When a ship navigates with a draught exceeding that specified by the Society for specific conditions as well as in case operation of a ship in conditions which do not comply with the requirement for assigned class of a ship or the restrictions specified by the Society;

(5) When the ship has been taken out of service for a long period ( more than 3 months) for fulfillment of the Society requirement( except the case when a ship is under repair for these purposes);

(6) If the process of surveying the ship by the Society has been suspended on the shipowner´s initiative or through his fault;

(7) If the prescribed specific requirements which during previous survey of the ship were the conditions for assignment or retainment of the Society class have not fulfilled within the specified period;

(8) If the ship as whole or her separate elements have not been subjected to scheduled periodical of occasional surveys in specified terms (if the special survey has not been completed or the ship is not under attendance for completion prior to resuming trading, by the due date; if the annual survey has

not been completed within three (3) months of the due date of the annual survey; if the intermediate survey has not been completed within three (3) months of the due date of the third annual survey in each periodic survey cycle);

(9) When the Survey fees are not paid

The Society shall specially notify the shipowner of suspension of a ship´s class and Classification Certificate.

**7**. Suspended class of a ship may be reinstated on the basis of satisfactory results of the appropriate periodical or occasional surveys carry out by the Society in the case of ship to be submitted for survey. In so doing when the ship is taken out of service for a long period (more than 3 months), the scope of survey for reinstatement of a ship's class shall be specially established by the Society taking into account the age and condition of the ship as well as the period for which she is taken out service.

During the period from suspension of a class to its reinstatement or renewal the ship is considered to have been lost the Society class

The class may be suspended for a period no more six months.

**8.** The class of a ship is withdrawn by the Society in the following cases:

(1) Upon transfer of the ship to the class of another classification body.

(2) Upon expiration of the maximum term of class suspension.

(3) When the Society and/or shipowner consider reinstatement of the class suspended as stated in.

(4) At the request of the shipowner.

Withdrawal of the ship´s class means cessation of the Classification Certificate validity.

**9.** The class of a ship shall be cancelled due to her loss or scrapping.

**10.** After assigning the class the Society introduces the ship into the Register of Ships and excludes then in case of withdrawal or cancellation of a class.

### 2.2.2 Character of Classification and Class Notation

The class notation assigned by the Society to a ship consists of the character of classification and distinguishing marks and descriptive notations defining structure and purpose of a ship.

**1.** The character of classification assigned by the Society to a ship consists of distinguishing marks:

(1) **IBSM*, IBSM,** - for self –propelled ship

(2) **IBS*, IBS,** - for non-self-propelled ship

**2.** Depending on the Rules on the basis of which a ship was surveyed, and the classification body which carried out the survey, the character of classification is established as follows:

(1) **IBSM* or IBS*** : Class of a ship, the plans of which have been approved by the Society in accordance with the Rules, and which has been built wile under survey for classification by the Society.

(2) **IBSM** or **IBS**: Class of a ship which had not been built under the Society's survey but has been subjected to survey for classification by the Society.

**3.** Subdivision distinguishing marks

Ships complying with the applicable requirements of **Part 3** in the case of flooding of any one compartment or any two or three adjacent compartments over complete length of the ship in the case of design side damage are assigned subdivision distinguishing mark **[ I ], [ II ], [ III ]** added to the character of classification, respectively

**4.** Distinguishing marks for restricted areas of navigations

For ships classed to be engaged in restricted services, an appropriate notation is affixed to the classification characters as follows:

(1) **SP**: *Harbour Service* (For ships engaged in service restricted to only harbour sheltered waters)

(2) **NC:** *Coasting Service (* For ships engaged in service restricted to only coastal areas within generally 20 miles from the nearest land or areas deemed equivalent by the Society).

(3) **AP:** *Smooth Water Service* (For ships engaged in service restricted to only calm water areas generally sheltered from the open sea by land or areas deemed equivalent by the Society).

(4) **NP:** *Designated Service Area (*For ships that are classed on their relationship with shore support facilities and that are engaged in service within a specific sea area where the aforementioned shore support can reach; or ships operated when moored or positioned in a specific sea area).

(5) For ships other than those specified above that are engaged in restricted service where the Rules deemed necessary by the Society are applied, an appropriate notation may be affixed.

**5.** Distinguishing automation marks

Ships fitted with automation equipment complying with the requirements of **Chapter 18, Part 7** are assigned one of following distinguishing marks added to the character of classification:

(1) **AUT-1** Where the automation extent is sufficient for the machinery installation operation with unattended machinery spaces and the main machinery control room.

(2) **AUT**-2 Where the automation extent is sufficient for the machinery installation operation by one operator at the main machinery control room with unattended machinery spaces.

**6.** Distinguishing mark for a ship intended for carriage of refrigerated cargo**.**

(1) Ships intended for carriage or storage of refrigerated cargo or catch in ship's cargo spaces and/or in thermal containers with the use of a refrigerating installation available on board and classed in compliance with the present Part of the Rules and meeting the requirements of **Part 9** are assigned the distinguishing mark **CR** added to the character of classification.

(2) Ships intended for carriage or storage of refrigerated cargo or catch in ship's cargo spaces and/or in thermal containers and using non-classed refrigerating installation for maintaining the required temperature complying with the relevant requirements of **Part 9** are assigned the distinguishing mark **(CR)** added to the character of classification

**7.** Distinguishing mark for ships fitted with a loading instrument

If a ship is fitted with a loading instrument complying with the requirements of **Chapter 31, Part 2** the distinguishing **IC** is added to the character of classification.

**8.** Distinguishing mark for ships fitted an inert gas system.

If a ship is fitted with an inert gas system complying with the requirements of **Chapter 4, Part 6** the distinguishing **IGS** is added to the character of classification.

**9.** Distinguishing mark for Ice strengthened ships

Ships complying with Ice strengthened requirements of **Chapter 33, Part 2**, for Ice Class Ships the distinguishing **ICE-I, ICE-II, ICE-III, ICE-IV or ICE-V** is added to the character of classification.

**10.** Distinguishing mark for ships with protection coatings in W.B tanks.

Ships complying with the requirements of **Chapter 24, Part 2** the distinguishing **CPTL** is added to the character of classification.

**11.** Distinguishing mark for ships complying with the Common Structural Rules.

(1) For Bulk Carriers fully complying with the requirements of Common Structural Rules for Bulk Carries a distinguishing mark **CSR** shall be added to the character of classification.

(2) For Double Hull Oil tankers fully complying with the requirements of Common Structural Rules for Double Hull Oil Tankers a distinguishing mark **CSR** shall be added to the character of classification.

**12.** Descriptive notation in the class notation.

(1) Ships complying with a define of requirements of the Rules taking account of their structural particulars, equipment and service conditions are assigned the appropriate descriptive notation added to the character of classification of a ship.

(2) The current Society Rules cover certain requirements the fulfillment of which makes possible introducing of the following descriptive notations in the class notation:

**BULK CARRIER**
**BARGE**
**CONTAINER SHIP**
**CEMENT CARRIER**
**CHEMICAL TANKER**
**FLOATING CRANE**
**FLOATING DOCK**
**GAS CARRIER**
**GENERAL CARGO**
**HIGH SPEED CRAFT**
**OIL TANKER**
**OIL/BULK CARRIER**
**OIL/BULK/ORE CARRIER**
**ORE CARRIER**
**PASSENGER SHIP**
**RO-RO**
**SALVAGE SHIP**
**SPECIAL PURPOSE SHIP**
**SUPPLY VESSEL**

**TANKER**

**TIMBER CARRIER**

**TUG, etc.**

**Note**: Descriptive notation in the class notation is written in English. At the discretion of the shipowner if may be written in two languages, English and Spanish. The above notations may require additional ones as explained on **(4)** or on the section that refers to the specific type of ship.

(3) To the class notations of other types of ships not mentioned above, the distinguishing marks and descriptive notations shall be inserted in conformity with the provisions of Rules for the Classification and Construction of the relevant types of ships.

(4) Additional notations

(a) For Tankers intended for carriage of flammable liquid cargoes except ships carrying liquefied gases in bulk and ships carrying dangerous chemicals in bulk, an additional notation corresponding to the flashpoints of the cargoes is affixed as follows:

- For tankers intended for the carriage of liquid cargoes having a flash point on and below 60°C other than oils: (**TANKER < 60° C**)
- For tankers intended for the carriage of liquid cargoes having a flash point above 60°C other than oils: (**TANKER > 60°C**)
- For tanker intended for the carriage of oils having a flash point on and below 60°C: (**OIL TANKER < 60° C**)
- For tanker intended for the carriage of oils having a flash point above 60°C:
- (**OIL TANKER > 60°C**)

(b) For Chemical tankers complying with the *IBC Code-IMO*, an appropriate notation corresponding to the type of ships is affixed to the Classification Characters as follows:

- Chemical Tanker Type I (**CHEMICAL TANKER I**)
- Chemical Tanker Type II (**CHEMICAL TANKER II**)
- Chemical Tanker Type III (**CHEMICAL TANKER III**)
- Chemical Tanker Types II & III (**CHEMICAL TANKER II&III**)

(c) For Gas carriers complying with the *IGC Code- IMO*, an appropriate notation corresponding to the type of ships is affixed to the Classification Characters as follows:

- Liquefied Gas Carrier Type 1G (**GAS CARRIER 1G**)
- Liquefied Gas Carrier Type 2G (**GAS CARRIER 2G**)
- Liquefied Gas Carrier Type 2PG (**GAS CARRIER 2PG**)
- Liquefied Gas Carrier Type 3G (**GAS CARRIER 3G**)

(d) For Steel Barges complying with the provisions of **Part 13**, an appropriate notation corresponding to the type of ships is affixed to the Classification Characters as follows:

- For barges of pontoon type intended for the carriage of cargoes only on upper decks

(**BARGE PONTOON**)

- For barges intended for the carriage of liquid cargoes in tank(s) integrated with their hull structures. (**BARGE TANKER**)
- For barges carrying liquefied gases in bulk in accordance with the provisions *IGC Code – IMO*: (**BARGE LGC**)

(e) For Chemical tanker, Oil tanker, Bulk carrier, Ore carrier or the word combination: Oil/bulk carrier, Oil/ore carrier etc. for which enhanced surveys are carried out in class maintenance surveys, the notation of Enhanced Survey Programme (abbreviated to **ESP**) is affixed to the Classification Characters.

(f) For Tanker carrying only specified liquid cargo in bulk (other than oil tanker, Product carrier, chemical tanker or gas tanker): TANKER FOR.( **TANKER FOR "WATER"; TANKER FOR "WINE**")

**13.** The Society will define other notations representing additional indications when considered necessary by means of provisional regulations, which will be published in the form of pre-regulations.

**14.** Alteration of marks in class notation

The Society may delete or alter any mark in the class notation in the case of any alteration of, or non-compliance with the requirements defining the insertion of this mark in the class notation.

## 2.3 Classification of a Refrigerating Installation

### 2.3.1 General

**1.** At the special request the Society may assign a class to a refrigerating installation after the ship's construction, as well assign, or renew a class of a refrigerating installation installed in a ship in service.

**2.** Assignment or renewal of a class means that the refrigerating installation fully or to a degree considered acceptable by the Society complies with the requirements of the relevant Rules. The fact of a class being assigned or renewed indicates that the refrigerating installation complies either fully or to a degree deemed acceptable by the Society, with the requirements of the relevant Rules and is taken under the Society supervision, and that the technical condition of the refrigerating installation is in accordance with the provisions of design specifications included in the Classification Certificate for the Refrigerating installation.

**3.** Assignment or renewal of a class granted to a refrigerating installation shall be confirmed by the issue of a Classification Certificate after the survey carried out.

**4.** Class of a refrigerating installation is, generally assigned or renewed for 5 years. However, in sound cases the Society may assign or renew a class for a lesser period.

**5.** The society will withdraw the class of the installation and notify the same to the owner of the ship on which the installations are installed when:

(1) It is requested by the owner of the ship on which the installations are installed;

(2) The installations are removed from the ship, or the Society recognizes that the installations can no longer be used;

(3) The surveyors report that the installations have not complied with the Rules as regards surveys and the Society accepts the report;

(4) The installations are not subjected to the survey defined in **Chapter 11, Part 1B**.

(5) Survey fees are not paid; or

(6) The class of the ship on which the installations installed is withdrawn.

**6.** In cases **(4)** or **(5)** above, the Society reserves the right to suspend the installations classification for a specific period as provided separately.

**7.** Unclassed refrigerating installation they will fulfill the requirements of the Rules with relationship to the refrigerant, arrangements operating under the pressure of refrigerant, protection and alarm system and protection and alarm devices.

### 2.3.2 Character of Classification and Class Notation

**1.** Depending on the Rules on the basis of which a refrigerating installation was surveyed, and the classification body which carried out the survey, the character of classification is established as follows:

(1) **CR***: Class of a refrigerating installation, the plans of which have been approved by the Society in accordance with the Rules, and which has been built wile under survey for classification by the Surveyors.

(2) **CR**: Class of a refrigerating installation which had not been built under the Society's survey but has been subjected to survey for classification by the Surveyors.

**2.** In General, Classification Characters will be followed by the minimum temperature(s) in the refrigerated chambers to be maintained with sea temperature maximum

e.g. **-25°C/32°C FOR CHAMBERS A, B AND C AND -15°C/32°C FOR CHAMBERS D AND E**

(Note) -25°C or -15°C indicate the minimum chamber temperatures to be maintained and 32°C the maximum sea temperature.

**3.** When an installation is provided with any additional equipment to suit for carriage of special cargoes, freezers or quick freezers for the catch in fishing vessels, appropriate notations will be added to the Installation Character upon application of the Owner.

e.g. **EQ. FOR CARRIAGE OF FRUIT**
**EQ. WITH FREEZERS**
**EQ. WITH QUICK FREEZERS**

**4.** If a refrigerating installation is intended for cooling of cargo transported in thermal containers and complies with applicable requirements of **Part 9** a character letter **CONTAINERS** is added to the character of classification of the installation.

**5.** lf, in addition to a refrigerating installation, a ship is equipped with atmosphere control system in refrigerated spaces and/or thermal containers which complies with applicable requirements of **Part 9** a character letter **CA** is added to the character of classification of the installation.

**6.** If a refrigerating plant is intended to maintain the required conditions for transportation of liquefied gas in bulk in a gas carrier and complies with applicable requirements of **Part 9** a character letter **LG** is added to the character of classification of the installation.

**7.** When the Society considers necessary to distinguish and special features or usage limitation of the installation, other appropriate notations than those described in **-2** to **-6** will be affixed to the Installation Character

**8.** Additional characteristics.

(1) Additional details of conditions for cooling cargoes on board, specified temperature conditions for transportation of cargoes and other details are indicated in the Classification Certificate and in the Register of ships if it is found necessary by Society to specify the purpose or structural features of refrigerating installations

(2) Number of thermal containers served by the refrigerating installation is indicated in the Classification Certificate for refrigerating installation and in the Register of Ships.

### 2.3.3 Alteration of Marks in Class Notation.

The Society may delete or alter a mark shown in the class notation in case of any modification or non-compliance with the requirements which served as the basis for the insertion of that mark into the class notation.

## Chapter 3 TECHNICAL SUPERVISION-GENERAL

### 3.1 General

**3.1.1** For the surveys to be carried out, the shipowners, administrations of shipyards, manufactures and other enterprises shall ensure that the Society representatives have the opportunity to carry out ship surveys, as well as free access to all places where materials and products are manufactured and tested, and shall provide all conditions for the surveys to be carried out.

**3.1.2** Shipowners, shipyards, design bureaus and manufactures shall fulfill the requirements of the Society or Surveyors to the Society when they are in the course of their duty.

**3.1.3** Any alterations on the part of shipowners, shipyards, design bureaus and manufactures in respect of ship materials and structures, as well as products, to which the requirements or the Rules apply shall be approved by the Society before they are put into service.

### 3.2 Technical Supervision during the Manufacture of Materials and Products.

**3.2.1** The relevant part of the Rules contain list of materials and products, the manufacture of which shall be surveyed by the Society, as well as technological processes specify by the Society.
By special agreement, the Society may carry out the surveys of materials and product not mentioned in the above list.

**3.2.2** Materials and products within the Society term of reference shall be manufactured in accordance with technical documentation approved by the Society.

**3.2.3** The Society surveys during the manufacture of materials and products are carried out by the surveyors to the Society, or may be entrusted by the Society to another classification body in accordance with Agreement on Mutual Substitution.

**3.2.4** In cases specified by the Society, the manufacturing works will be surveyed by the Society to inspect the facilities for manufacturing materials and products complying with the Society requirements.

### 3.3 Technical Supervision of Ships under Construction, Reconstructions and Conversion.

Technical Supervision of ships under construction, reconstruction and conversion are carried out by surveyor to the Society on the basis of technical documentation approved by the Society. The scope of examinations,

measurements and test during surveys is determinate by the Society on the basis of the Rules, guidelines for surveys, current instruction and proceeding from the situation.

### 3.4 Technical Supervision of Ships in Service.

**3.4.1** A Technical Supervision of ships in service is carried out according to Rules and other normative documents of the Society.

**3.4.2** Shipowners will be forced to respect the terms of the periodic surveys, as well as other surveys settled down by the Society to prepare the ship in the appropriate form to receive the inspection. They will also inform to the Society on all the events or accidents that happened during the one period among the surveys, as well as the repairs that are made to the structure or other products to those which the prescriptions of the Rules are applied.

**3.4.3** When it is necessary to continue the term of a periodic survey, it will be consulted those indications contained in the corresponding Rules, consulting to the Administration when it proceeds.

**3.4.4** When a ship in service settles new articles, which are subject to the prescriptions of the Rules, to the same ones the dispositions, will be applied of the provisions **2.2** and **2.3.**

### 3.5 Technical Supervision in Compliance with the Requirements of International Conventions and Agreements.

**3.5.1** The requirements of the following international conventions and agreements, as well as amendments thereto, are taken in to in the account in the relevant Rules:

*International Convention for the Safety of Life at Sea*, 1974, *Protocols*, 1978, 1988 thereto;

*International Convention for the Prevention of Pollution from ships*, 1973 *and Protocol*, 1978 thereto;

*International Convention on Load Lines*, 1966 *and Protocol of* 1988 ;

*International Convention on tonnage Measurement*, 1969;

*International Convention on Occupation safety and Health* (*Dock Work*), 1979 (*ILO* 152);

*International Regulations for Preventing Collisions at Sea*, 1974;

*IMO Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk*;

*IMO Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk*;

*IMO Code of Safety for High-Speed Craft*;

*IMO Code of Safety for Special Purpose Ships*;

*IMO Code of Safety for Diving System*;

*Inter-government agreements on load lines in force*;

*Other normative documents used to international sea-going practice*.

The provisions of the above conventions and agreements apply to ships engaged on international voyages.

**3.5.2** Documents issued by the Society concerning compliance with International Conventions are to be kept on board the ship. Certificates or their copies shall be kept in an accessible place for the inspection.

**3.5.3** Surveys of items falling under the requirements of international conventions and agreements are carried out in conformity with approved technical documentation and the normative documents of the Society considering the requirements of the above conventions and agreements

# Chapter 4 TECHNICAL DOCUMENTATION

## 4.1 General Provisions

**4.1.1** Prior to the beginning of a new building and of the manufacture of materials and articles under the Society supervision, the appropriate technical documentation are to be submitted, including information as required by the relevant Chapters of the Rules, for revision and approval by the Society. The Society may require additional documents, if deemed necessary.

**4.1.2** If agreed with the Society, part of the whole of the technical documentation may be substituted by standard technical documents.

**4.1.3** Concerning ships, and articles of a special design, the extent of the technical documents submitted shall be determined in each particular case by agreement with the Society.

**4.1.4** The technical documents may be submitted to the Society to one of following alternatives:

**1.** To the extent of a technical project with subsequent submission of working plans for approval.

**2.** To the extent of a technical executive project without further submission of documents for approval. In this case the extent of the submitted documents is to include all data needed to ascertain that the ship or article meets the requirements of the Rules, as well as to provide control of constructive particulars.

The extent of the documentation in each of the alternatives above is given in the relevant Chapters of the Rules.

**4.1.5** Amendments to the technical documentation approved by the Society, related to parts and structures provided for in the requirements of the Rules, are to be submitted for approval before they be carried out.

**4.1.6** Technical documentation submitted for the Society´s revision is to be so worked out as to ascertain that the provisions of the Rules are met.

**4.1.7** Calculations necessary to determine parameters and values required by the Rules are to be performed in accordance with the provisions of the Rules or by procedures agreed with the Society

**4.1.8** Approval of the technical documentation is to be confirmed by the appropriate Society seals. Approval of technical documentation does not include elements and structures to which the provisions of the Society do not apply.

## 4.2 Validity of Approved Documentation

**4.2.1** The validity of documentation approved by the Society is five (5) years. By the expire of this term, or in case the period between the documents approval and the beginning of the construction exceed three (3) years, the constructions are to be reviewed and amended in accordance with the Rules in force and submitted once more for Society approval.

The Society approval ceases to be valid if the conditions stated in the above regulations are not met.