



Pacific Register of Ships

Rules for the Classification of Vessels

Part A

Classification

2008

These Rules have a date of coming into effect of 1 January 2008.

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CHAPTER 1 PRINCIPLES OF CLASSIFICATION AND CLASS NOTATIONS

1.1 GENERAL PRINCIPLES OF CLASSIFICATION

1.1.1 Purpose of the Rules

The Rules published by the Society give the requirements for the assignment and the maintenance of classification for seagoing vessels.

The application criterion of the present Rules, the Classification and Surveys applies to all vessels.

The classification of vessels other than those dealt with in the above-mentioned Rules is covered by specific Rules published by the Society as needed.

Note:

The general conditions of classification are laid down in the society's General Conditions.

1.1.2 Minimum Standard

The Rules of the Society, unless otherwise stated, form the minimum standard accepted by the Society. The Rules are not intended to prevent an owner or interested party from implementing a higher standard to any vessel or component on the vessel.

1.1.3 General Definitions

The following general definitions are used in these Rules:

Administration

The Government of the State whose flag the vessel is entitled to fly or the State under whose authority the vessel is operating in the specific case.

Approval

Means the review by the Society of documents, procedures or other items related to classification, verifying solely their compliance with the relevant Rules requirements, or other referentials where requested.

Essential service

Is intended to mean a service necessary for a vessel to proceed at sea, be steered or manoeuvred, or undertake activities connected with its operation, and for the safety of life, as far as class is concerned.

Interested Party

A party, other than the Society, having responsibility for the classification of the vessel, such as the Owners of a vessel and their representatives, or the Shipbuilder, or the Engine Builder, or the Supplier of parts to be tested.

Owner

The Registered Owner or the Manager or any other party having the responsibility to keep the vessel seaworthy, having particular regard to the provisions relating to the maintenance of class laid down in Chapter 2.

Rules

These “Rules for the Classification of Vessels” and documents issued by the Society serving the same purpose.

Society

The Classification Society with which the vessel is classed.

Surveyor

Technical staff acting on behalf of the Society to perform tasks in relation to classification and survey duties.

Survey

An intervention by the Surveyor for assignment or maintenance of class as defined in Chapter 2, or interventions by the Surveyor within the limits of the tasks delegated by the Administrations.

Type approval

An approval process for verifying compliance with the Rules of a product, a group of products or a system, and considered by the Society as representative of continuous production.

1.2 APPLICABLE INTERNATIONAL STANDARDS**1.2.1 General**

All vessels must be shown to comply with the relevant international conventions as applicable to the vessels type, size and service. These conventions include but are not limited to the following:

ILLC

International Load Line Convention

MARPOL

International Convention for the Prevention of Pollution from Ships

SOLAS

International Convention for the Safety of Life at Sea

1.3 MEANING OF CLASSIFICATION, SCOPE AND LIMITS**1.3.1 Classification Process**

The classification process consists of:

- a) The development of Rules and other documents relevant to the vessel, structure, material, equipment, machinery and other items covered by such documents.
- b) The review of plans and calculations and the surveys, checks and tests intended to demonstrate that the vessel meets the Rules (see 1.1).
- c) The assignment of class (see 2.2) and issue of a Certificate of Classification, where compliance with the above Rules is found.
- d) The periodical, occasional and class renewal surveys performed to record that the vessel in service meets the conditions for maintenance of class (see 2.2).

Surveyors apply normally accepted examination and testing standards to those items specified for each survey by the Rules; construction procedures, safety procedures and construction supervision remain the responsibility of the shipyard, ship repairer, manufacturer, owner or tother client.

1.3.2 Duties of other parties

The Rules, surveys performed, reports, certificates and other documents issued by the Society, are in no way intended to replace or alleviate the duties and responsibilities of other parties such as Administrations, Designers, Shipbuilders, Manufacturers, Repairers, Suppliers, Contractors or Sub-contractors, actual or prospective Owners or Operators, Charterers, Brokers, Cargo-owners and Underwriters.

The activities of such parties which fall outside the scope of the classification as set out in the Rules, such as design, engineering, manufacturing, operating alternatives, choice of type and power of machinery and equipment, number and qualification of crew or operating personnel, lines of the vessel, trim, hull vibrations, spare parts including their number, location and fastening arrangements, life-saving appliances, and maintenance equipment, remain therefore the responsibility of those parties, even if these matters may be given consideration for classification according to the type of vessel or additional class notation assigned.

1.3.3 Items not covered by the Rules

Unless otherwise specified, the Rules do not deal with structures, pressure vessels, machinery and equipment which are not permanently installed and used solely for operational activities such as dredging or heavy load lifting, workshops or welding equipment, except for their effect on the classification-related matters, as declared by the Interested Party, such as fire protection and vessel's general strength.

During periods of construction, modification or repair, the unit is solely under the responsibility of the builder or the repair yard. As an example, the builder or repair yard is to ensure that the construction, modification or repair activities are compatible with the design strength of the vessel and that no permanent deformations are sustained.

Note:

Refer to clause 1.7.3 as regards the Owner's responsibility for maintenance and operation of the vessel in relation to the maintenance of class.

1.4 REQUEST FOR SERVICES

Requests for interventions by the Society, such as surveys during construction, surveys of vessels in service, tests, etc., are in principle to be submitted in writing and signed by the Interested Party. Such request implies that the applicant will abide by all the relevant requirements of the Rules, including the Society's General Conditions.

The Society reserves the right to refuse or withdraw the class of any vessel for which any applicable requirement of the Rules is not complied with.

1.5 REGISTER OF VESSELS

A Register of Vessels is published periodically by the Society. This publication, which is updated by the Society and contains the names of vessels which have received the Certificate of Classification, as well as particulars of the class assigned and information concerning each vessel.

1.6 RULES

1.6.1 Effective date

The effective date of entry into force of any amendments to the Rules is indicated on the first page of the Rules or in the relevant Section.

1.6.1.1 *New Vessels*

In principle, the applicable Rules for assignment of class to a new vessel are those in force at the date when the contract between the Owner and the shipyard is signed.

1.6.1.2 *Modified Rules*

Special consideration may be given to applying new or modified rule requirements, which entered into force subsequent to the date of the contract, at the discretion of the Society and in the following cases:

- a) when a justified written request is received from the party applying for classification
- b) when the keel is not yet laid and more than one year has elapsed since the contract was signed
- c) where it is intended to use existing previously approved plans for a new contract.

1.6.1.3 *Existing vessels*

The above procedures for application of the Rules are, in principle, also applicable to existing vessels in the case of major conversions and, in the case of alterations, to the altered parts of the vessel.

1.6.1.4 *Vessels already in operation*

The rule requirements related to assignment, maintenance and withdrawal of the class of vessels already in operation, as detailed in Chapter 2 to Chapter 4 are applicable from the date of their entry into force.

1.6.2 Equivalence

The Society may consider the acceptance of alternatives to these Rules, provided that they are deemed to be equivalent to the Rules and the level of safety of the vessel is not reduced, to the satisfaction to the Society.

1.6.3 Novel features

The Society may consider the classification of vessels 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. Specific limitations may then be indicated on the Certificate of Classification.

1.6.4 Disagreement and appeal

Any technical disagreement that arises with the Surveyor in connection with the performance of that Surveyors duties, should be raised by the Interested Party as soon as possible.

The Interested Party may appeal in writing to the Society, which will subsequently consider the matter and announce its decision according to its established procedure.

1.7 DUTIES OF THE INTERESTED PARTIES

1.7.1 International and National regulations

The classification of a vessel does not relieve the Interested Party from compliance with any requirements issued by Administrations.

1.7.1.1 National Requirements

When authorised by the Administration concerned, the Society will act on its behalf within the limits of such authorisation. In this respect, the Society will take into account the relevant national requirements, survey the vessel, report and issue or contribute to the issue of the corresponding certificates.

The above surveys do not fall within the scope of the classification of vessels, even though their scope may overlap in part and may be carried out concurrently with surveys for assignment or maintenance of class.

1.7.1.2 Discrepancies

In the case of a discrepancy between the provisions of the applicable International and National regulations and those of the Rules, normally, the former take precedence. However, the Society reserves the right to call for the necessary adaptation to preserve the intention of the Rules or to apply the provisions of clause 1.4.

1.7.2 Surveyor's intervention

1.7.2.1 General

Surveyors are to be given free access at all times to vessels which are classed or being classed, shipyards and works, to carry out their interventions within the scope of assignment or maintenance of class, or within the scope of interventions carried out on behalf of Administrations, when so delegated.

Free access is also to be given to auditors accompanying the Surveyors of the Society within the scope of the audits as required in pursuance of

the Society's internal Quality System or as required by external organizations.

The Certificate of Classification and/or other documents issued by the Society remain the property of the Society. All certificates and documents necessary to the Surveyor's interventions are to be made available by the Interested Party to the Surveyor on request.

1.7.2.2 Surveyors Inspections

Interested Parties are to take the necessary measures for the Surveyors' inspections and testing to be carried out safely. Interested Parties - irrespective of the nature of the service provided by the Surveyors of the Society or others acting on its behalf - assume with respect to such Surveyors all the responsibility of an employer for his workforce such as to meet the provisions of applicable legislation. As a rule, the Surveyor is to be constantly accompanied during surveys by personnel of the Interested Party.

Interested Parties are to inform promptly the Surveyor of defects or problems in relation to class. Refer also to clauses 2.5 to 2.7.

1.7.2.3 Surveyors access to the vessel

During the vessel design and construction phases, due consideration should be given to the necessary arrangements for access to spaces and structures with a view to carrying out class surveys. Arrangements of a special nature are to be brought to the attention of the Society.

1.7.3 Operation and maintenance of vessels

1.7.3.1 Operators Responsibility

The classification of a vessel is based on the understanding that the vessel is loaded and operated in a proper manner by competent and qualified crew or operating personnel according to the environmental, loading, operating and other criteria on which classification and applicable International and National conventions or legislation is based.

In particular, it will be assumed that the draught of the vessel in operating conditions will not exceed that corresponding to the freeboard assigned or the maximum approved for the classification, that the vessel will be properly loaded taking into account both its stability and the stresses imposed on its structures and that cargoes will be properly stowed and suitably secured and that the speed and course of the vessel are adapted to the prevailing sea and weather conditions according to the normal prudent seamanship.

1.7.3.2 Owners Responsibility

Vessels are to be maintained at all times, with diligence of the Owners, in proper condition complying with international safety and pollution prevention regulations.

1.7.3.3 Maintenance between Surveys

Any document issued by the Society in relation to its interventions reflects the condition of the vessel as found at the time and within the scope of the survey. It is the Interested Party's responsibility to ensure proper maintenance of the vessel until the next survey required by the Rules. It is the duty of the Interested Party to notify the Society when boarding the vessel of any events or circumstances affecting the class.

1.7.4 Flag and Port State Control inspections

Where defects are found further to an inspection by an Administration in pursuance of Port State Control or similar programmes, Owners are to:

- a) immediately report the outcome of this inspection to the Society, and
- b) ask the Society to perform an occasional survey in order to verify that the deficiencies, when related to the class of the vessel or to the statutory certificates issued by the Society on behalf of the flag Administration, are rectified and/or the necessary repair work is carried out within the due time.

1.7.5 Use of measuring equipment and of service suppliers

1.7.5.1 General

Firms providing services on behalf of the Interested Party, such as measurements, tests and servicing of safety systems and equipment, the results of which may form the basis for the Surveyor's decisions, are subject to the acceptance of the Society, as deemed necessary.

The equipment used during tests and inspections in workshops, shipyards and on board vessels, the results of which may form the basis for the Surveyor's decisions, is to be customary for the checks to be performed. Firms are to individually identify and calibrate to a national or international standard each piece of such equipment. Evidence of such calibration and the range of calibration must be produced upon request of the Surveyor or Society.

1.7.5.2 Simple measuring equipment

The Surveyor may accept simple measuring equipment (e.g. rulers, tape measures, weld gauges, micrometers) without individual identification or confirmation of calibration, provided it is of standard commercial design, and is properly maintained.

1.7.5.3 Shipboard measuring equipment

The Surveyor may accept measuring equipment fitted on board a vessel (e.g. pressure, temperature or rpm gauges and meters) and used in examination of shipboard machinery and/or equipment based either on calibration records or comparison of readings with multiple instruments.

1.7.6 Spare parts

It is the Owner's responsibility to decide whether and which spare parts are to be carried on board.

As spare parts are outside the scope of classification, the Surveyor will not check that they are kept on board, maintained in a satisfactory condition, or suitably protected and lashed.

However, in the case of repairs or replacement, the spare parts used are to meet the requirements of the Rules as far as practicable and to maintain the original manufacturers standard.

CHAPTER 2 CLASSIFICATION NOTATIONS

2.1 PURPOSE OF THE CLASSIFICATION NOTATIONS

2.1.1 General

The classification notations give the scope according to which the class of the vessel has been based and refer to the specific Rule requirements, which are to be complied with for their assignment. In particular, the classification notations are assigned according to the type, service and navigation of the vessel and other criteria, which have been provided by the Interested Party, when applying for classification.

The Society may change the classification notations at any time, when the information available shows that the requested or already assigned notations are not suitable for the intended service, navigation and any other criteria taken into account for classification.

Note:

Reference should be made to clause 1.2 on the limits of classification and its meaning.

2.1.1.1 Location of notations

The classification notations assigned to a vessel are indicated on the Certificate of Classification, as well as in the Register of Vessels published by the Society.

2.1.1.2 Existing vessels

The classification notations applicable to existing vessels conform to the Rules of the Society in force at the date of assignment of class, as indicated in clause 1.6. However, the classification notations of existing vessels may be updated according to the current Rules, as far as applicable.

2.2 TYPES OF NOTATIONS ASSIGNED

2.2.1 General

The types of classification notations assigned to a vessel are the following:

- a) main class symbols
- b) service notations with additional service features, as applicable
- c) navigation notations

The different classification notations and their conditions of assignment are listed in clause 2.3 to clause 2.6 according to their types.

2.2.2 Example of marks

As an example, the classification notations assigned to a vessel may be as follows;

● ✘ (XX – YY)

(Main class symbol)

Cargo Ship – Roll on – Roll off

(Service notation and additional service features)

Unrestricted navigation

(Navigation notation)

Note:

1. The kind of notation shown in brackets accompanying the main class symbol does not form part of the classification notation indicated in the Register of Vessels and on the Certificate of Classification.
2. The notation (XX) will be replaced with the applicable abbreviation (see Table 1) for the Rules set used in assessing the vessel.
3. The notation (YY) will be replaced with the year of the rule set referred to in note 2. Where a vessel has transferred to Pacific Register and the originating rule set year is unknown, this notation is omitted.

2.3 MAIN CLASS SYMBOL

2.3.1 Purpose of Class symbol

The class symbol expresses the degree of compliance of the vessel with the rule requirements as regards its construction and maintenance. There is one main class symbol, which is compulsory for every classed vessel.

2.3.1.1 Assignment of symbol

One of the class symbol(s) defined below is assigned separately to the hull of the vessel and its appendages, to the machinery installation, and to some installations for which an additional classification notation (see clause 2.6) is assigned.

2.3.1.2 Modification of symbol

The class symbol(s) refer to the original rules or design criteria of the vessel. However, the Society may change the construction mark where the vessel is subjected to repairs, conversion or alterations.

2.3.1.3 Accepted Rule sets

The Rules governing the construction, machinery and associated components for a vessel are given in Part C of the Pacific Register of Shipping Rule Set.

Where an item or area is not covered by the Rules of Pacific Register of Shipping, that item or area is to be in accordance with one of the acceptable Rule sets listed in Table 1.

Under no circumstances is a vessel to be assessed partially with regard to a set of Rules in Table 1 and partially in accordance with another Rule set from Table 1. Once a set of Rules from Table 1 is selected, all items not covered by the Pacific Register of Shipping's Rules are to be assessed in accordance with the selected Rule set.

Where a Rule set from Table 1 is used for the assessment of a vessel, the Rules applied to a vessel, are indicated in brackets following the construction mark. Where the rule set forms a national regulation the

country of origin is listed, other rules and standards will be considered by the society subject to written submission.

Acceptance of a Rule set may be withdrawn by the Society at any time, where in the opinion of the Society, that Rule set is no longer applicable, or represents an acceptable standard.

Table 1 — Rule set notations

Notation	Rule set
ABS	American Bureau of Shipping
BV	Bureau Veritas
DNV	Det Norske Veritas
GL	Germanischer Lloyd
GOV	where a vessel is built to any government survey that is recognised by PRS but not to a specific code
JG	Japanese Government
LR	Lloyds Register
MO	Marine Orders (Australia)
NSCV	National Standard for Commercial Vessels (Australia)
USL	Uniform Shipping Laws Code (Australia)

2.3.2 Construction marks

2.3.2.1 Vessels surveyed to the rule set requirements

The mark ✕ is assigned to the relevant part of the vessel, when it has been surveyed by the Society during its construction in compliance with the new building procedure detailed in clause 2.1, or to the relevant part of the vessel, when the latter is classed after construction in compliance with the procedure detailed in clause 2.1 and it is changing class from a recognised organisation at the time of the admission to class.

2.3.2.2 Vessels surveyed by equivalent methods

The mark ● is assigned to the relevant part of the vessel, where the procedure for the assignment of classification is other than those detailed in clause 2.3.2.1, but however deemed acceptable.

2.4 SERVICE NOTATIONS

2.4.1 General

2.4.1.1 Purpose of service notation

The service notations define the type and/or services of the vessel, which have been considered for its classification, according to the request for classification, signed by the Interested Party, and were applicable National and International conventions. At least one service notation is to be assigned to every classed vessel.

The list of service notations can be found in 2.5.2.

Note:

The service notations applicable to existing vessels conform to the Rules of the Society in force at the date of assignment of class. However, the service notations of existing vessels may be updated according to the current Rules, as far as applicable, at the request of the Interested Party.

2.4.1.2 Multiple Service Notations

A vessel may be assigned several different service notations. In such case, the specific rule requirements applicable to each service notation are to be complied with. However, if there is any conflict in the application of the requirements applicable to different service notations, the Society reserves the right to apply the most appropriate requirements or to refuse the assignment of one of the requested service notations.

2.4.1.3 Service Features

One or more additional service features, giving further precision regarding the type of service of the vessel, for which specific rule requirements are applied, may complete a service notation.

2.4.1.4 List of Service Notations

The different service notations that may be assigned to a vessel are listed in clauses 2.4.2 to 2.4.12, according to the category to which they belong. These service notations are also listed in alphabetical order in Table 2, where the correspondence between the service notation assigned by the Society and the type of vessel defined by the International Conventions is also given for information.

As a rule, all notations in clauses 2.2 to 2.4.5 are only to be assigned to self-propelled units.

Table 2 — List of service notations

Service notation	Corresponding type of vessel according to Conventions and/or Codes
Barge	
Bulk carrier ESP	Cargo ship (SOLAS, Reg I/2(g)) Bulk carrier (SOLAS, Reg IX/1.6)
Cable laying vessel	Cargo ship (SOLAS, Reg I/2(g))
Chemical tanker ESP	Chemical tanker (SOLAS, Reg.II-2/3.30) Chemical tanker (MARPOL Annex II, Reg 1 (1)) when noxious liquid substances are loaded
Combination carrier/OBO ESP	Combination carrier (SOLAS, Reg II-2/3.27) Tanker (SOLAS, Reg I/2(h)) Bulk carrier (SOLAS, Reg IX/1.6) Oil tanker - Combination carrier (MARPOL Annex I, Reg I/1.4 - 1.5)
Combination carrier/OOC ESP	Combination carrier (SOLAS, Reg II-2/3.27) Tanker (SOLAS, Reg I/2(h)) Bulk carrier (SOLAS, Reg IX/1.6)

Service notation	Corresponding type of vessel according to Conventions and/or Codes
	Oil tanker - Combination carrier (MARPOL Annex I, Reg I/1.4 - 1.5)
Container vessel	Cargo ship (SOLAS, Reg I/2(g))
Deck vessel	Cargo ship (SOLAS, Reg I/2(g))
Dredger	Cargo ship (SOLAS, Reg I/2(g))
Escort tug	Cargo ship (SOLAS, Reg I/2(g))
Fire-fighting vessel	Cargo ship (SOLAS, Reg I/2(g))
Fishing vessel	Fishing vessel (SOLAS, Reg I/2(i)). To be noted that SOLAS Convention does not apply to such ships
Floating dock	
FLS tanker	Tanker (SOLAS, Reg I/2(h)) Chemical tanker (MARPOL, Annex II, Reg 1 (1)), when noxious liquid substances are loaded
General cargo vessel	Cargo ship (SOLAS, Reg I/2(g))
Hopper dredger	Cargo ship (SOLAS, Reg I/2(g))
Hopper unit	Cargo ship (SOLAS, Reg I/2(g))
HSC, HSC-CAT A, HSC-CAT B	
Launch, Seagoing launch	(non-convention ship)
Light vessel	
Liquefied gas carrier	Tanker (SOLAS, Reg I/2(h)) Gas carrier (SOLAS, Reg II-2/3.31)
Livestock carrier	Cargo ship (SOLAS, Reg I/2(g))
Oil recovery vessel	Tanker (SOLAS, Reg I/2(h)) Oil tanker (MARPOL Annex I, Reg I/1.4)
Oil tanker ESP	Tanker (SOLAS, Reg I/2(h)) Oil tanker (MARPOL Annex I, Reg I/1.4)
Ore carrier ESP	Cargo ship (SOLAS, Reg I/2(g)) Bulk carrier (SOLAS, Reg IX/1.6)
Passenger vessel	Passenger ship (SOLAS, Reg. I/2(f))
Pontoon	
Refrigerated cargo vessel	Cargo ship (SOLAS, Reg I/2(g))
Ro-ro cargo vessel	Cargo ship (SOLAS, Reg I/2(g))
Ro-ro passenger vessel	Passenger ship (SOLAS, Reg. I/2(f)) Ro-ro passenger ship (SOLAS, Reg II-2/3.34)
Salvage tug	Cargo ship (SOLAS, Reg I/2(g))
Special service	To be considered on a case by case basis
Split hopper dredger	Cargo ship (SOLAS, Reg I/2(g))
Split hopper unit	Cargo ship (SOLAS, Reg I/2(g))

Service notation	Corresponding type of vessel according to Conventions and/or Codes
Supply vessel	Cargo ship (SOLAS, Reg I/2(g))
Tanker	Cargo ship (SOLAS, Reg I/2(g))
Tug	Cargo ship (SOLAS, Reg I/2(g))
Yacht	

2.4.2 Cargo vessels

2.4.2.1 General

The service notations related to self-propelled vessels intended for the carriage of cargo are listed in clauses 2.4.2.2 to 2.4.2.5.

2.4.2.2 General Cargo Vessel

General cargo vessel, for vessels intended to carry general cargo.

The following additional service feature, as applicable, may complete the service notation:

- a) **equipped for carriage of containers**, where the vessel has fixed arrangements for such carriage.
- b) **heavycargo**, when the double bottom and/or hatch covers and/or other cargo areas designed to support heavy cargoes.
- c) **Ro-ro cargo vessel**, for vessels specially intended to carry vehicles, or loads on wheeled beds. The service notation may be completed by the additional service feature **equipped for carriage of containers**, where the vessel has fixed arrangements for such carriage.
- d) **Refrigerated cargo vessel**, for vessels specially intended to carry refrigerated cargo. The service notation may be completed by the additional service feature **equipped for carriage of containers**, where the vessel has fixed arrangements for such carriage.

2.4.2.3 Container vessel

Container vessel, for vessels specially intended to carry containers in holds or on decks.

2.4.2.4 Livestock carrier

Livestock carrier, for vessels specially intended to carry livestock.

2.4.2.5 Deck vessel

Deck vessel, for vessels specially intended to carry cargo exclusively on the deck.

2.4.3 Bulk, ore and combination carriers

2.4.3.1 General

The service notations related to self-propelled vessels specially intended for the carriage of dry cargo in bulk are those listed in clauses 2.4.3.2 to

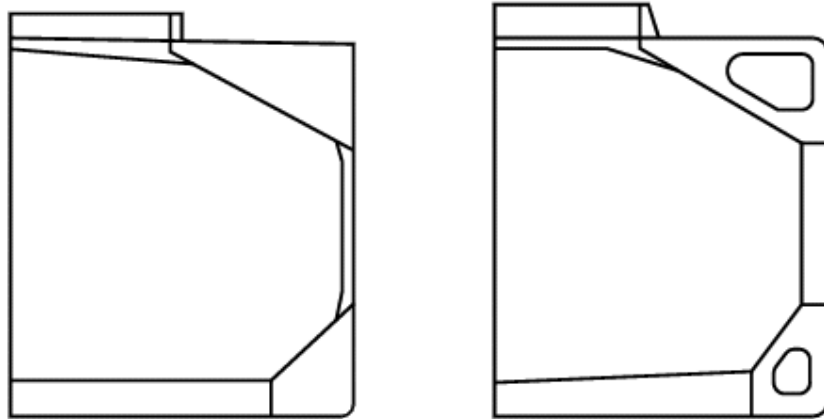
2.4.3.5 or **bulk carrier** when the vessel does not meet the forthcoming conditions.

The service notations described in clauses 2.4.3.2 to 2.4.3.5 are always completed by the additional service feature **ESP**, which means that these vessels are submitted to the Enhanced Survey Program as laid down in the rules for the conduct for surveys.

Example: **ore carrier ESP**.

2.4.3.2 **Bulk carrier ESP**

Bulk carrier ESP, for vessels specially intended to carry solid cargoes in bulk, when they have a typical midship section as illustrated in Figure 1, or a midship section deemed equivalent by the Society. This may be followed with an additional service feature, e.g. **heavycargo** when the double bottom areas are designed to support heavy cargoes.



Notes:

1. Left: Single side skin construction
2. Right: Double side skin construction

Figure 1 — Typical midships sections of vessels with service notation bulk carrier ESP

2.4.3.3 **Ore carrier ESP**

Ore carrier ESP, for vessels specially intended to carry solid cargoes in bulk, including ore cargo, when they have a typical midship section as illustrated in Figure 2 or a midship section deemed equivalent by the Society.

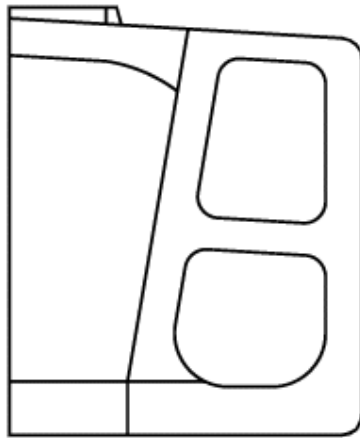


Figure 2 — Typical midship section of vessel with service notation ore carrier ESP

2.4.3.4 Combination carrier/OBO ESP

Combination carrier/OBO ESP, for vessels specially intended to carry alternatively solid cargoes, including ore (with the possibility of loading oil in slop tanks), or oil cargo in bulk, when they have a typical midship section as illustrated in Figure 3, or a midship section deemed equivalent by the Society.

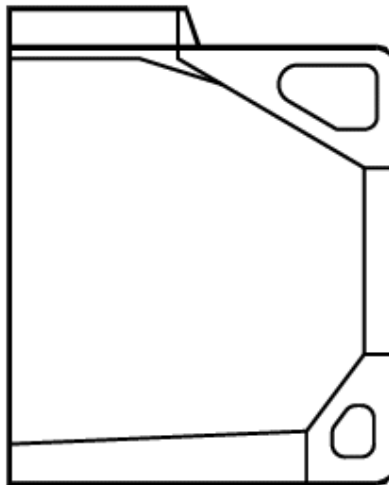


Figure 3 — Typical midship section of vessel with service notation combination carrier/OBO ESP

2.4.3.5 Combination carrier/OOC ESP

Combination carrier/OOC ESP, for vessels specially intended to carry alternatively ore or other solid cargoes (with the possibility of loading oil in slop tanks) or oil cargo in bulk, when they have a typical midship section as illustrated in Figure 4, or a midship section deemed equivalent by the Society.

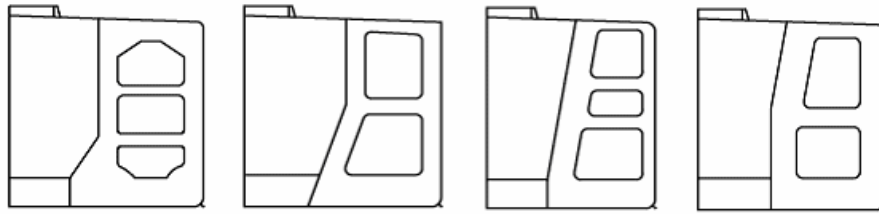


Figure 4 — Typical midship sections of vessels with service notation combination carrier/OOC ESP

2.4.4 Vessels carrying liquid cargo in bulk

2.4.4.1 General

The service notations related to self-propelled vessels intended for the carriage of liquid cargo in bulk are listed in 2.4.4.2 to 2.4.4.7.

2.4.4.2 Oil tanker

Oil tanker, for vessels specially intended to carry in bulk crude oil, other oil products, or oil-like substances having any flash point, or liquid at atmospheric pressure and ambient temperature (or thus maintained by heating).

The following additional service feature, as applicable, may complete the service notation:

- a) **flash point > 60°C**, where the vessel is intended to carry only such type of products, under certain conditions
- b) **asphalt carrier**, where the vessel is intended to carry only such type of products, under certain conditions. The maximum cargo temperature will be indicated on the Certificate of Classification.

The service notation **oil tanker** is always completed by the additional service feature **ESP** (i.e. **oil tanker ESP**), which means that these vessels are submitted to the Enhanced Survey Program.

2.4.4.3 Chemical tanker

Chemical tanker, for vessels specially intended to carry in bulk chemical products presenting safety and/or pollution hazards.

The list of products the vessel is allowed to carry is attached to the Certificate of Classification or the Certificate of Fitness, where issued by the Society, including, where necessary, the maximum allowable specific gravity and/or temperature.

The service notation **chemical tanker** is always completed by the additional service feature **ESP** (i.e. **chemical tanker ESP**), which means that these vessels are submitted to the Enhanced Survey Programme.

2.4.4.4 Liquefied gas carrier

Liquefied gas carrier, for vessels specially intended to carry liquefied gases or other similar substances.

The list of products the vessel is allowed to carry is attached to the Certificate of Classification or the Certificate of Fitness, where issued by the Society, including, where necessary, the conditions of transportation (pressure, temperature, filling limits).

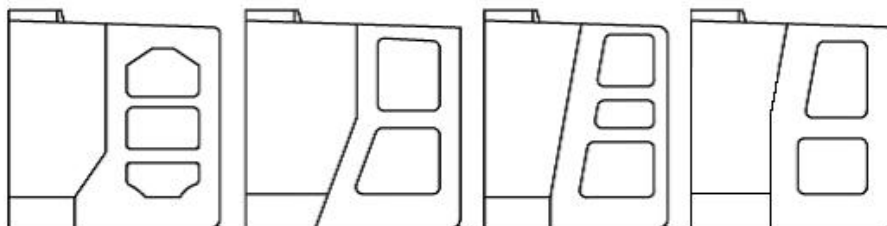


Figure 5 — Typical midship section of vessels with service notation combination carrier/OOC ESP

2.4.4.5 Flammable liquid carrier

FLV tanker, for vessels specially intended to carry in bulk flammable liquid products other than those covered by the service notations **oil tanker**, **chemical tanker** or **liquefied gas carrier**.

The list of products the vessel is allowed to carry may be attached to the Certificate of Classification, including, where necessary, the maximum allowable specific gravity and/or temperature.

The service notation may be completed by the additional service feature **flash point > 60°C**, where the vessel is intended to carry only such type of products, under certain conditions.

For vessels intended to carry only one type of cargo, the service notation may be completed by the additional service feature indicating the type of product carried, e.g. **tanker-edible oil**.

2.4.4.6 Tankers

Tanker, for vessels intended to carry non-flammable liquid cargoes in bulk other than those covered by the service notations in clauses 2.4.4.4 to 2.4.4.7, such as water.

The list of cargoes the vessel is allowed to carry may be attached to the Certificate of Classification.

For vessels intended to carry only one type of cargo, the service notation may be completed by the additional service feature indicating the type of product carried, e.g. **tanker-water**.

2.4.4.7 Combination carriers

Refer also in clauses 2.4.3.4 and 2.4.3.5 for **combination carrier** intended to carry alternatively oil products and dry cargo in bulk in cargo holds/tanks.

2.4.5 Vessels carrying passengers

2.4.5.1 General

The service notations related to vessels specially intended for the carriage of passengers are listed in clauses 2.4.5.2 and 2.4.5.3.

2.4.5.2 Passenger vessels

Passenger vessel, for vessels intended to carry more than 12 passengers. The additional service feature <36 passengers, where the vessel is intended to carry only such a limited number of passengers may be used to complete the service notation.

2.4.5.3 Roll on – roll off passenger vessels

Ro-Ro passenger vessel, for vessels intended to carry more than 12 passengers and specially equipped to load trains or wheeled vehicles. The additional service feature <36 passengers, where the vessel is intended to carry only such a limited number of passengers may be used to complete the service notation.

2.4.6 Vessels used for dredging activities

2.4.6.1 General

The service notations related to vessels specially intended for dredging activities are as follows:

- a) **dredger**, for vessels specially equipped only for dredging activities (excluding carrying dredged material)
- b) **hopper dredger**, for vessels specially equipped for dredging activities and carrying spoils or dredged material
- c) **hopper unit**, for vessels specially equipped for carrying spoils or dredged material
- d) **split hopper unit**, for vessels specially equipped for carrying spoils or dredged material and which open longitudinally, around hinges
- e) **split hopper dredger**, for vessels specially equipped for dredging and for carrying spoils or dredged material and which open longitudinally, around hinges.

2.4.6.2

These vessels, which are likely to operate at sea within specific limits, may, under certain conditions, be granted an operating area notation. For the definition of operating area notation, reference should be made to clause 2.5.

2.4.7 Working vessels

2.4.7.1 General

The service notations related to vessels specially intended for different working services are listed in clause 2.4.7.2 to 2.4.7.7.

2.4.7.2 Tugs

The service notation **tug** is assigned to vessels intended to tow and/or push other vessels or units.

2.4.7.3 Supply vessels

The service notation **supply vessel** is assigned to vessels specially intended for the carriage and/or storage of special material and equipment and/or which are used to provide facilities and assistance for the performance of specified activities, such as offshore, research and underwater activities.

An additional service feature can follow the service notation, e.g. **oil product**, when the vessel is also specially intended to carry oil products having any flash point or **chemical product**, when the vessel is also specially intended to carry chemical products having any flash point.

2.4.7.4 Fire-fighting vessels

The service notation **fire-fighting vessel** can be assigned to vessels specially intended and equipped for fighting fire.

2.4.7.5 Oil recovery vessels

The service notation **oil recovery vessel** is assigned to vessels specially equipped with fixed installations and/or mobile equipment for the removal of oil from the sea surface and its retention on board, carriage and subsequent unloading.

2.4.7.6 Cable laying vessels

The service notation **cable-laying vessel** is assigned to vessels specially equipped for the carriage and/or laying, hauling and repair of submarine cables.

2.4.7.7 Floating docks

The service notation **floating dock** is assigned to floating docks.

2.4.8 Non-propelled units

2.4.8.1 Barge

The service notation **barge** is assigned to non-propelled units intended to carry (dry or liquid) cargo, either on deck, inside holds or in tanks. The type of cargo may be considered adding an additional service feature, e.g. **barge - oil**, **barge - general cargo** - **dredging**.

2.4.8.2 Pontoon

The service notation **pontoon** is assigned to non-propelled units intended to carry cargo and/or equipment on deck only. When a crane is permanently fitted on board, the crane is to be certified and the service notation **pontoon - crane** is granted.

2.4.8.3 *Other Units*

Any non-propelled units other than those covered by the service notations listed above will be assigned the additional service feature **no propulsion**, to be added to their own service notation, e.g. **dredger - no propulsion**.

2.4.9 **Fishing Vessels**

2.4.9.1 *Fishing vessel*

The service notation **fishing vessel** is assigned to vessels specially equipped for catching and storing fish or other living resources of the sea.

2.4.10 **High Speed Crafts (HSC)**

2.4.11 **General**

The high-speed crafts meeting the requirements of a recognised Classification Society's Rules for the Construction and the Classification of High Speed Craft are assigned the following service notations:

- a) **HSC-CAT A** (or **high speed craft-CAT A**) for passenger vessels defined as "Category A craft" in respect of the IMO International Code of Safety for High Speed Craft
- b) **HSC-CAT B** (or **high speed craft-CAT B**) for passenger vessels defined as "Category B craft" in respect of the IMO International Code of Safety for High Speed Craft.

2.4.11.1 *Light vessels*

The service notation **light vessel** is assigned to vessels meeting the requirements of a recognised Classification Society's Rules for the Construction but not compliant to the IMO International Code of Safety for High Speed Craft, i.e. **light vessel/fast passenger vessel, light vessel/fast cargo vessel**.

2.4.12 **Miscellaneous units**

2.4.12.1 *Special service*

The service notation **special service** is assigned to vessels, which, due to the peculiar characteristics of their activity, are not covered, by any of the notations mentioned above. The classification requirements of such units are considered by the Society on a case-by-case basis.

2.4.12.2 *Launch*

The service notation **launch** is assigned to launches or motorboats with a length not exceeding 24m and intended for operation in ports, roadsteads, bays and generally calm stretches of water, limited at a wind force not exceeding 4 Beaufort scale.

2.4.12.3 *Yacht*

The service notation **yacht** is assigned to vessels intended for pleasure cruising. Vessels that are assigned the service notation **yacht** are not assigned a navigation notation.

2.5 NAVIGATION AND OPERATING AREA NOTATIONS

2.5.1 Navigation notations

Every classed vessel is to be assigned one navigation notation as listed in clause 2.5.2.

The assignment of a navigation notation does not absolve the Interested Party from compliance with any international and national regulations established by the Administrations for a vessel operating in national waters, or a specific area, or a navigation zone. Neither does it waive the requirements in clause 1.7.3.1.

2.5.2 List of navigation notations

2.5.2.1 *Unrestricted*

The navigation notation **unrestricted** is assigned to a vessel intended to operate in any area and any period of the year.

2.5.2.2 *Summer*

The navigation notation **summer** is assigned to vessels intended to operate only within the geographical limits as defined in ILLC 1966 for the Summer zones.

2.5.2.3 *Tropical*

The navigation notation **tropical** is assigned to vessels intended to operate only within the geographical limits as defined in ILLC 1966 for the Tropical zones.

2.5.2.4 *Coastal*

The navigation notation **coastal** is assigned to vessels intended to operate only within 20 nautical miles from the shore and with a maximum sailing time of six hours from a port of refuge or safe sheltered anchorage.

2.5.2.5 *Sheltered*

The navigation notation **sheltered** is assigned to vessels intended to operate in sheltered waters, i.e. harbours, estuaries, roadsteads, bays, lagoons and generally calm stretches of water and when the wind force does not exceed 6 Beaufort scale.

2.5.2.6 *Restricted notations*

In specific cases, the designation of the geographical area and/or the most unfavourable sea conditions considered may be added to the navigation notation.

2.6 ADDITIONAL CLASS NOTATIONS

2.6.1 General

2.6.1.1

An additional class notation expresses the classification of additional equipment or specific arrangement, which has been requested by the Interested Party.

2.6.1.2

The different additional class notations which may be assigned to a vessel are listed in clauses 2.6.2 to 2.7, according to the category to which they belong. These additional class notations are also listed in alphabetical order in Table 4.

Table 3 — List of additional class notations

Additional class notation	Reference for definition	Remarks
UMS	2.6.2.2	
UMS-PORT	2.6.2.3	
DYNAPOS	2.6.3	
ICE CLASS IA	2.6.4.1	
ICE CLASS IA SUPER	2.6.4.1	
ICE CLASS IB	2.6.4.1	
ICE CLASS IC	2.6.4.1	
FRIDG-CARGO	2.6.5.1	
FRIDG-CONT	2.6.5.2	
STRENGTHBOTTOM	2.6.6	

2.6.2 Automated machinery systems

2.6.2.1 General

The notation dealt with under this heading is relevant to automated machinery systems installed on board vessels.

2.6.2.2 *Unattended machinery space (UMS)*

The additional class notation **UMS** is assigned to vessels that are fitted with automated installations enabling machinery spaces to remain periodically unattended in all sailing conditions including manoeuvring.

2.6.2.3 *Automated operation in port (UMS-PORT)*

The additional class notation **UMS-PORT** is assigned to vessels that are fitted with automated installations enabling the vessel's operation in port

or at anchor without personnel specially assigned for the watch keeping of the machinery in service.

2.6.3 Dynamic positioning

The additional class notation **DYNAPOS** may be assigned to ships equipped with a dynamic positioning system.

2.6.4 Navigation in ice

The notations dealt with under clause 2.6.4.1 are relevant to vessels strengthened for navigation in ice in accordance with the 1985 Finnish-Swedish Ice Class Rules published on 2nd September 1985 by the Finnish and Swedish authorities and subsequent amendments.

2.6.4.1 Additional notations

The following additional class notations are assigned:

- a) **ICE CLASS IA SUPER**, for navigation in extreme ice conditions
- b) **ICE CLASS IA**, for navigation in severe ice conditions
- c) **ICE CLASS IB**, for navigation in medium ice conditions
- d) **ICE CLASS IC**, for navigation in light ice conditions.

Notes:

- 1. Attention is drawn to paragraph 9 of the 1985 Finnish-Swedish Ice Class Rules, where it is stated that these notations are assigned to the maximum permissible draught according to the Tonnage and Loadline Certificates.
- 2. Attention is drawn to paragraph 2 of the above Rules, where it is stated that the requirements of Finnish-Swedish Ice Class Rules published on 6th April 1971 are still in force for vessels whose keel was laid, or at a similar stage of construction, before November 1st 1986.

2.6.5 Refrigeration

The notations dealt with under this heading are relevant to refrigerating installations fitted on board vessels, including machinery and storing equipment or arrangements.

2.6.5.1 FRIDG-CARGO

The additional class notation **FRIDG-CARGO** is assigned to vessels fitted with refrigerating plants and holds intended to carry cargoes, with the condition that the number and the power of the refrigerating units are such that the specified temperatures can be maintained with one unit on standby.

2.6.5.2 FRIDG-CONT

The additional class notation **FRIDG-CONT** is assigned to vessels fitted with refrigerating plants intended to supply refrigerated air to insulated containers carried in holds of container vessels or other systems for the carriage of refrigerated containers in the holds to the satisfaction of the Society.

2.6.6 Strengthened bottom

The additional class notation **STRENGTHBOTTOM** may be assigned to vessels built with specially strengthened bottom structures so as to be able to be loaded and/or unloaded when properly stranded.

2.7 OTHER NOTATIONS

The Society may also define other notations by means of provisional requirements and guidelines, which may then be published in the form of tentative rules.

CHAPTER 3 ASSIGNMENT OF CLASS

3.1 GENERAL

Class is assigned to a ship following verification to establish if it is eligible to be classed on the basis of the Rules of the Society (see clause 1.3.2). This may be achieved through:

- a) the completion of the new building, during which a survey has been performed, or
- b) a specific admission to class after a survey, in cases where a ship is classed with another Society or is not classed at all.

3.2 NEW BUILDING PROCEDURE

3.2.1 Ships surveyed by the Society during construction

3.2.1.1 Rules

When a ship is surveyed by the Society during construction, it is to comply with those requirements of the Rules which are in force and applicable at the time.

3.2.1.2 The Process

The Society:

- a) approves the plans and documentation submitted as required by the Rules,
- b) approves, with the appraisal of materials and of the design equipment used in the construction of the ship,
- c) carries out surveys or inspections at works to satisfy itself that the scantlings and construction meet the rule requirements in relation to the approved drawings,
- d) attends tests and trials provided for in the Rules,
- e) assigns the construction mark refer to clause 2.3.2.

The Society specifies which materials and equipment are to be used for the construction of vessels built under survey are, subject to appraisal of their design, inspection at works, and according to which rule or standard.

3.2.1.3 Use of materials, machinery, appliances and items

As a general rule, all materials, machinery, boilers, auxiliary installations, equipment, items etc. (generally referred to as "products") which are covered by the class and used or fitted on board vessels surveyed by the Society during construction are to be new and, where intended for essential services as defined in clause 1.1.2, tested by the Society.

Second hand materials, machinery, appliances and items may be used subject to the specific agreement by the Society.

The requirements for the selection of materials to be used in the construction of the various parts of a vessel are at the discretion of the Society.

3.2.1.4 Defects or deficiencies and their repair

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

All repairs are subject to the preliminary agreement of the Society.

It is incumbent upon the Interested Party to notify the Society of any defects or non-compliance noted during the construction of the vessel. Proposals regarding remedial actions intended to be adopted to eliminate such defects or unsatisfactory items are to be submitted to the Society for review and if accepted, carried out to the Surveyor's satisfaction.

3.2.2 Other cases

When the procedure adopted does not comply with that detailed in clause 3.2.1 but the Society deems that it is acceptable for the assignment of class, the construction mark ● is assigned in accordance with clause 2.3.2.2.

3.2.3 Documentation

3.2.3.1

Documentation relevant to the class applied for is to be submitted for the review of the Society.

3.2.3.2

The design data, calculations and plans to be submitted as requested by the Society. Design calculations, when called for, are considered as supporting documents to the submitted plans.

The Society may also call for additional information according to the specific nature of the ship to be classed.

3.2.3.3

The documentation submitted to the Society is examined in relation to the class applied for in the request for classification.

Note:

Should the Interested Party subsequently wish to have the class, in particular the service notation or navigation notation, granted to the ship modified, plans and drawings are generally to be re-examined.

3.2.3.4

A copy of the submitted plans will be returned duly stamped, with remarks related to the compliance with the rule requirements should the need arise.

3.2.3.5

As a rule, modifications of the approved plans regarding items covered by classification are to be submitted.

3.2.3.6

Design data to be submitted to the Society are to incorporate all information necessary for the assessment of the design of the ship for the purpose of assignment of class. It is the responsibility of the Interested Party to ascertain that the design data are correct, complete and compatible with the use of the ship.

3.2.3.7

Design data and calculations are to be adequately referenced. It is the duty of the Interested Party to ascertain that the references used are correct, complete and applicable to the design of the ship.

3.2.3.8

The submitted plans are to contain all necessary information for checking the compliance. In the case of conflicting information, review can be postponed until the interested party has resubmitted any data requested by the Society necessary to verify compliance.

3.2.3.9

It is the responsibility of the Interested Party to ascertain that drawings used for the procurement, construction and other works are in accordance with the approved plans.

3.3 SHIPS CLASSED AFTER CONSTRUCTION

3.3.1 General

When an Owner applies to the Society for a ship already in service to be admitted to class, the class of the ship will be assigned upon a preliminary review of the documentation listed in clause 3.3.1.2 and subsequent satisfactory completion of the surveys, the extent and scope of which are given below.

3.3.1.1 Surveys

The extent and scope of the admission to class survey are to be not less than those required at the class renewal survey of a ship of the same age and type; in addition all other periodical surveys should be performed together with those inspections which are linked to specific service notations and/or additional class notations and/or special installations the ship is provided with.

3.3.1.2 Documentation

As a general rule, the documentation to be supplied to the Society is not to be less than the following:

- a) Main plans:
 - i) General arrangement
 - ii) Capacity plan

-
- iii) Loading cases, calculations of still water bending moments, and relevant documents, particulars of loading calculator and instruction booklet as per Society's requirements, according to the case
 - iv) Stability file
 - b) Hull structure plans:
 - i) Midship section
 - ii) Profile and deck plan
 - iii) Watertight bulkheads
 - iv) Rudder and rudder stock
 - v) Shell expansion
 - vi) Hatch covers.
 - c) Machinery plans:
 - i) Engine room general arrangement
 - ii) Diagram of fuel- (transfer, service), bilge-, ballast-, lubricating oil, cooling, steam and feed, general service and starting compressed air piping
 - iii) Diagram of fire-fighting systems
 - iv) Drawings of boilers and air receivers
 - v) Drawings of shaft line, reduction gear and propeller
 - vi) Drawings of steering gear
 - vii) Torsion vibration calculations. This information is only required for ships less than 2 years old or for older ships the propelling system of which has been modified during the two years preceding the classification.
 - viii) Electrical installation plans:
 - ix) Master plan of power distribution, electrical equipment arrangement, lighting and emergency power circuits
 - x) Single line diagram of networks and switchboards
 - xi) Location and arrangement of electrical equipment in hazardous areas.

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

3.3.1.3 Additional Notations

For installations or equipment covered by additional service and/or class notations, the Society will determine the documentation to be submitted.

3.3.1.4 Performance Based Approach

Where appropriate within reasonable limits, a proven service record of satisfactory performance during a period of adequate length may be used

as a criterion of equivalence. Special consideration will be given to ships of recent construction.

3.3.1.5 *Alternate Documentation*

In addition, the Society may base its judgement upon documentation such as certificates issued or accepted by the former Classification Society, if any, and statutory certificates issued by the flag Administration or by a recognised organisation on its behalf; moreover, other documents and/or plans may be specifically required to be supplied to the Society in individual cases.

3.4 DATE OF INITIAL CLASSIFICATION

3.4.1 Definitions

Date of build

For a new building the date of build is the year and month at which the new construction survey process is completed. Where there is a substantial delay between the completion of the construction survey process and the ship commencing active service, the date of commissioning may be also specified.

If modifications are carried out, the original date of build remains assigned to the ship. Where a complete replacement or addition of a major portion of the ship (e.g. forward section, after section, main cargo section) is involved, the date of build associated with each major portion of the ship is indicated on the Classification Certificate. In this case survey requirements are based on the date of build associated with each major portion of the ship.

Date of initial classification for new buildings

As a general rule, for new buildings the date of initial classification coincides with the date of build.

Date of initial classification for existing ships

In principle, for existing ships the date of initial classification is the date of completion of the admission to class survey.

3.5 REASSIGNMENT OF CLASS

3.5.1 General

3.5.1.1

At the request of the Owner, a ship which was previously classed with the Society, subsequently withdrawn from class and has not been classed since may have the class reassigned subject to an admission to class survey. If applicable and appropriate, account may be taken of any periodical surveys held in the former period of class with the Society.

3.6 CERTIFICATE OF CLASSIFICATION: ISSUE, VALIDITY, ENDORSEMENT AND RENEWAL

3.6.1 Issue of Certificate of Classification

3.6.1.1 *New Certificates*

A Certificate of Classification with a period of Class of not more than 5 years, bearing the class notations assigned to the ship and an expiry date is issued to any classed ship. This certificate is also provided with annexes supplying information necessary for the management of the certificate and for carrying out the class surveys.

3.6.1.2 *Provisional Certificates*

A Provisional Certificate of Classification may serve as a Certificate of Classification in some cases, such as after an admission to class survey, after a class renewal survey, or when the Society deems it necessary.

3.6.1.3 *Availability of Certificates*

The Certificate of Classification and relevant annexes are to be made available to the Society's Surveyors upon request.

3.6.2 Validity of Certificate of Classification, maintenance of class

3.6.2.1

The Society alone is qualified to confirm the class of the ship and the validity of its Certificate of Classification.

3.6.2.2

During the class period, a Certificate of Classification is valid when it is not expired.

The class is maintained during a certain period or at a given date, when during the said period or at such date the conditions for suspension or withdrawal of class are not met.

3.6.2.3

At the request of the Owner, a statement confirming the maintenance of class and the period of class remaining may be issued by the Society based on the information in its records for that ship at the time.

This statement is issued on the assumption that the Owner has complied with the Rules.

Should any information, which would have prevented the Society from issuing the statement and which was not available at the time subsequently come to light, the statement may be cancelled.

The Society, upon becoming aware of a breach of the Rules, is empowered to suspend class from the date of the breach, which may be prior to the date of the statement.

3.6.2.4

According to the same conditions as in clause 3.6.1.3, a statement declaring that the class is maintained "clean and free from recommendation" may be issued by the Society when there is no pending recommendation at that date.

3.6.2.5

Classification-related documents and information are liable to be invalidated by the Society whenever their object is found to differ from that on which they were based or to be contrary to the applicable requirements. The Owner is liable for any damage, which may be caused to any third party from improper use of such documents and information.

3.6.3 Endorsement of Certificate of Classification

3.6.3.1 *Text of endorsement*

When surveys are satisfactorily carried out, the Certificate of Classification is generally endorsed

Each endorsement normally consists of, the description of the surveys carried out, and any recommendations made, deleted and/or postponed

3.6.3.2 *Possible modifications to endorsements*

The Society reserves the right to modify the endorsements made by Surveyors.

3.6.4 Status of surveys and recommendations

3.6.4.1 *Status and recommendations*

Information given in the Certificate of Classification, associated endorsements, Rules and specific documents enables the Owner to identify the status of surveys and recommendations.

3.6.4.2 *Omissions on documentation*

The omission of such information does not absolve the Owner from ensuring that surveys are carried out by the limit dates and pending recommendations are cleared to avoid any inconvenience, which is liable to result from the suspension or withdrawal of class.

CHAPTER 4 SUSPENSION AND WITHDRAWAL OF CLASS

4.1 DISCONTINUANCE OF CLASS

4.1.1

The class may be discontinued either temporarily “suspension” or permanently “withdrawal”. In both these cases, the class is invalidated in all respects. In the case of withdrawal, a specific notation is entered in the supplement to the Register of Ships, until the ship is deleted from the Register.

4.2 SUSPENSION OF CLASS

4.2.1 Period of Suspension

The class may be suspended either automatically or following the decision of the Society. In any event, the ship will be considered as not retaining its class from the date of suspension until the date when class is reinstated.

4.2.2 Automatic Suspensions

The class may be automatically suspended when one or more of the following circumstances occur:

- a) when a ship is not operated in compliance with the rule requirements, such as in cases of services or conditions not covered by the service notation, or trade outside the navigation restrictions for which the class was assigned
- b) when a ship proceeds to sea with less freeboard than that assigned, or has the freeboard marks placed on the sides in a position higher than that assigned, or, in cases of ships where freeboards are not assigned, the draught is greater than that assigned
- c) when the Owner fails to inform the Society in order to submit the ship to a survey after defects or damages affecting the class have been detected
- d) when repairs, alterations or conversions affecting the class are carried out either without requesting the attendance of the Society or not to the satisfaction of the Surveyor.

Suspension of class with respect to the above cases will remain in effect until such time as the cause giving rise to suspension has been removed. Moreover, the Society may require any additional surveys deemed necessary taking into account the condition of the ship and the cause of the suspension.

4.2.3

In addition, the class is automatically suspended:

- a) when the class renewal survey has not been completed by its limit date or within the time granted for the completion of the survey,

unless the ship is under attendance by the Society's Surveyors with a view to completion prior to resuming trading

- b) when the annual or intermediate surveys have not been completed by the end of the corresponding survey time window. Continuous survey item(s) due or overdue at the time of the annual surveys is(are) to be dealt with unless a postponement is granted by agreement with the Society.

Suspension of class with respect to the above cases will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.

4.2.4

In addition to the circumstances for which automatic suspension may apply, the class of a ship may also be suspended following the decision of the Society:

- a) when a recommendation is not dealt with within the time limit specified, unless it is postponed before the limit date by agreement with the Society
- b) when one or more surveys are not held by their limit dates or the dates stipulated by the Society also taking into account any extensions granted.
- c) when, due to reported defects, the Society considers that a ship is not entitled to retain its class even on a temporary basis (pending necessary repairs or renewals, etc.)
- d) in other circumstances which the Society will consider on their merits (e.g. in the event of non-payment of fees or when the ship has not been maintained in proper condition).

Suspension of class decided by the Society takes effect from the date when the conditions 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.

Suspension of class will apply where outstanding invoices for services are not settled within the due date or by mutual arrangements.

4.3 WITHDRAWAL OF CLASS

4.3.1

The Society will withdraw the class of a ship after consultation of the Classification Committee in the following cases:

- a) at the request of the Owner
- b) when the causes that have given rise to a suspension currently in effect have not been removed normally within six months after due notification of suspension to the Owner
- c) when the ship is reported as a constructive total loss
- d) when the ship is lost
- e) when the ship is reported scrapped.

Withdrawal of class takes effect from the date on which the circumstances causing such withdrawal occur.

4.3.2

When the withdrawal of class of a ship comes into effect, the Society will:

- a) forward the Owner written notice
- b) delete the ship from the Register of Ships
- c) notify the flag Administration
- d) make the information available to the Underwriters, at their request.

4.4 SUSPENSION/WITHDRAWAL OF ADDITIONAL CLASS NOTATIONS

4.4.1

If the survey requirements related to maintenance of additional class notations are not complied with, the suspension or withdrawal may be limited to the notations concerned.

The same procedure may apply to service notations of ships which are assigned with more than one service notation.

4.4.2

The suspension or withdrawal of an additional class notation or a service notation (where a ship is assigned with more than one service notation) generally does not affect the class.

4.5 CHANGE OF OWNERSHIP

4.5.1

In the case of change of ownership, the ship retains its current class with the Society provided that:

- (a) the Society is informed of the change sufficiently in advance to carry out any survey deemed appropriate, and
- (b) the new Owner signs the appropriate request, involving acceptance of the Society's general conditions and Rules. This request covers inter alia the condition of the ship when changing ownership.

Notes:

- 1. The ship's class is maintained without prejudice to those provisions in the Rules which are to be enforced in cases likely to cause suspension or withdrawal of the class such as particular damages or repairs to the ship of which the Society has not been advised by the former or, as the case may be, new Owner.
- 2. No information whatsoever related to the class of the ship will be provided or confirmed to any third party, unless the appropriate request for information is duly completed and signed by the party making the request and the authorisation of the current Owner is obtained.

4.6 CHANGE OF FLAG

In the case of change of flag, the ship retains its current class with the Society provided that:

- a) the Society is informed of the change sufficiently in advance to carry out any survey deemed appropriate, and

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- b) compliance is shown with any additional requirements as imposed by the new flag state.