Rules for the Classification of Existing Naval Ships

Effective from 1 January 2015
GENERAL CONDITIONS

Definitions:
"Administration" means the Government of the State whose flag the Ship is entitled to fly or under whose authority the Ship is authorised to operate in the specific case.
"IACS" means the International Association of Classification Societies.
"Interested Party" means the party, other than the Society, having an interest in or responsibility for the Ship, product, plant or system subject to classification or certification (such as the owner of the Ship and his representatives, the ship builder, the engine builder or the supplier of parts to be tested) who requests the Services or on whose behalf the Services are requested.
"Owner" means the registered owner, the ship owner, the manager or any other party with the responsibility, legally or contractually, to keep the ship seaworthy or in service, having particular regard to the provisions relating to the maintenance of class laid down in Part A, Chapter 2 of the Rules for the Classification of Ships or in the corresponding rules indicated in the specific Rules.
"Rules" in these General Conditions means the documents below issued by the Society:
(i) Rules for the Classification of Ships or other special units;
(ii) Complementary Rules containing the requirements for product, plant, system and other certification or containing the requirements for the assignment of additional class notations;
(iii) Rules for the application of statutory rules, containing the rules to perform the duties delegated by Administrations;
(iv) Guides to carry out particular activities connected with Services;
(v) Any other technical document, as for example rule variations or interpretations.
"Services" means the activities described in Article 1 below, rendered by the Society upon request made by or on behalf of the Interested Party.
"Ship" means ships, boats, craft and other special units, as for example offshore structures, floating units and underwater craft.
"Society" or "TASNEEF" means Tasneef and/or all the companies in the Tasneef Group which provide the Services.
"Surveyor" means technical staff acting on behalf of the Society in performing the Services.

Article 1
1.1. The purpose of the Society is, among others, the classification and certification of ships and the certification of their parts and components. In particular, the Society:
(i) sets forth and develops Rules;
(ii) publishes the Register of Ships;
(iii) issues certificates, statements and reports based on its survey activities.
1.2. The Society also takes part in the implementation of national and international rules and standards as delegated by various Governments.
1.3. The Society carries out technical assistance activities on request and provides special services outside the scope of classification, which are regulated by these general conditions, unless expressly excluded in the particular contract.

Article 2
2.1. The Rules developed by the Society reflect the level of its technical knowledge at the time they are published. Therefore, the Society, although committed also through its research and development services to continuous updating of the Rules, does not guarantee the Rules meet state-of-the-art science and technology at the time of publication or that they meet the Society's or others' subsequent technical developments.
2.2. The Interested Party is required to know the Rules on the basis of which the Services are provided. With particular reference to Classification Services, special attention is to be given to the Rules concerning class suspension, withdrawal and reinstatement. In case of doubt or inaccuracy, the Interested Party is to promptly contact the Society for clarification.
2.3. The Rules for Classification of Ships are published on the Society's website: www.tasneef.ae.
2.4. Surveys conducted by the Society include, but are not limited to, visual inspection and non-destructive testing. Unless otherwise required, surveys are conducted through sampling techniques and do not consist of comprehensive verification or monitoring of the Ship or of the items subject to certification. The surveys and checks made by the Society on board ship do not necessarily require the constant and continuous presence of the Surveyor. The Society may also commission laboratory testing, underwater inspection and other checks carried out by and under the responsibility of qualified service suppliers. Survey practices and procedures are selected by the Society based on its experience and knowledge and according to generally accepted technical standards in the sector.

Article 3
3.1. The class assigned to a Ship, like the reports, statements, certificates or any other document or information issued by the Society, reflects the opinion of the Society concerning compliance, at the time the Services are provided, of the Ship or product subject to certification, with the applicable Rules (given the intended use and within the relevant time frame). The Society is under no obligation to make statements or provide information about elements or facts which are not part of the specific scope of the Service requested by the Interested Party or on its behalf.
3.2. No report, statement, notation on a plan, review, Certificate of Classification, document or information issued or given as part of the Services provided by the Society shall have any legal effect or implication other than a representation that, on the basis of the checks made by the Society, the Ship, structure, materials, equipment, machinery or any other item covered by such document or information meet the Rules. Any such document is issued solely for the use of the Society, its committees and clients or other duly authorised bodies and for no other purpose. Therefore, the Society cannot be held liable for any act made or document issued by other parties on the basis of the statements or information given by the Society. The validity, application, meaning and interpretation of a Certificate of Classification, or any other document or information issued by the Society in connection with its Services, is governed by the Rules of the Society, which is the sole subject entitled to make such interpretation. Any disagreement on technical matters between the Interested Party and the Surveyor in the carrying out of his functions shall be raised in writing as soon as possible with the Society, which will settle any divergence of opinion or dispute.
3.3. The classification of a Ship, or the issuance of a certificate or other document connected with classification or certification and in general with the performance of Services by the Society shall have the validity conferred upon it by the Rules of the Society at the time of the assignment of class or issuance of the certificate; in no case shall it amount to a statement or warranty of seaworthiness,
structural integrity, quality or fitness for a particular purpose or service of any Ship, structure, material, equipment or machinery inspected or tested by the Society.

3.4. Any document issued by the Society in relation to its activities reflects the condition of the Ship or the subject of certification or other activity at the time of the check.

3.5. The Rules, surveys and activities performed by the Society, reports, certificates and other documents issued by the Society are in no way intended to replace the duties and responsibilities of other parties such as Governments, designers, ship builders, manufacturers, repairers, suppliers, contractors or sub-contractors, Owners, operators, charterers, underwriters, sellers or intended buyers of a Ship or other product or system surveyed.

The documents and activities do not relieve such parties from any fulfilment, warranty, responsibility, duty or obligation (also of a contractual nature) expressed or implied or in any case incumbent on them, nor do they confer on such parties any right, claim or cause of action against the Society. With particular regard to the duties of the ship Owner, the Services undertaken by the Society do not relieve the Owner of his duty to ensure proper maintenance of the Ship and ensure seaworthiness at all times. Likewise, the Rules, surveys performed, reports, certificates and other documents issued by the Society are intended neither to guarantee the buyers of the Ship, its components or any other surveyed or certified item, nor to relieve the seller of the duties arising out of the law or the contract, regarding the quality, commercial value or characteristics of the item which is the subject of transaction.

In no case, therefore, shall the Society assume the obligations incumbent upon the above-mentioned parties, even when it is consulted in connection with matters not covered by its Rules or other documents.

In consideration of the above, the Interested Party undertakes to relieve and hold harmless the Society from any third party claim, as well as from any liability in relation to the latter concerning the Services rendered.

Insofar as they are not expressly provided for in these General Conditions, the duties and responsibilities of the Owner and Interested Parties with respect to the services rendered by the Society are described in the Rules applicable to the specific Service rendered.

Article 4

4.1. Any request for the Society's Services shall be submitted in writing and signed by or on behalf of the Interested Party. Such a request will be considered irrevocable as soon as received by the Society and shall entail acceptance by the applicant of all relevant requirements of the Rules, including these General Conditions. Upon acceptance of the written request by the Society, a contract between the Society and the Interested Party is entered into, which is regulated by the Society's Rules and these General Conditions.

4.2. In consideration of the Services rendered by the Society, the Interested Party and the person requesting the service shall be jointly liable for the payment of the relevant fees, even if the service is not concluded for any cause not pertaining to the Society. In the latter case, the Society shall not be held liable for non-fulfilment or partial fulfilment of the Services requested. In the event of late payment, interest at the legal current rate increased by 1.5% may be demanded.

4.3. The contract for the classification of a Ship or for other Services may be terminated and any certificates revoked at the request of one of the parties, subject to at least 30 days' notice to be given in writing. Failure to pay, even in part, the fees due for Services carried out by the Society will entitle the Society to immediately terminate the contract and suspend the Services. For every termination of the contract, the fees for the activities performed until the time of the termination shall be owed to the Society as well as the expenses incurred in view of activities already programmed; this is without prejudice to the right to compensation due to the Society as a consequence of the termination.

With particular reference to Ship classification and certification, unless decided otherwise by the Society, termination of the contract implies that the assignment of class to a Ship is withheld or, if already assigned, that it is suspended or withdrawn; any statutory certificates issued by the Society will be withdrawn in those cases where provided for by agreements between the Society and the flag State.

Article 5

5.1. In providing the Services, as well as other correlated information or advice, the Society, its Surveyors, servants or agents operate with due diligence for the proper execution of the activity. However, considering the nature of the activities performed (see art. 2.4), it is not possible to guarantee absolute accuracy, correctness and completeness of any information or advice supplied. Express and implied warranties are specifically disclaimed.

Therefore, except as provided for in paragraph 5.2 below, and also in the case of activities carried out by delegation of Governments, neither the Society nor any of its Surveyors will be liable for any loss, damage or expense of whatever nature sustained by any person, in tort or in contract, derived from carrying out the Services.

5.2. Notwithstanding the provisions in paragraph 5.1 above, should any user of the Society's Services prove that he has suffered a loss or damage due to any negligent act or omission of the Society, its Surveyors, servants or agents, then the Society will pay compensation to such person for his proved loss, up to, but not exceeding, five times the amount of the fees charged for the specific services, information or opinions from which the loss or damage derives or, if no fee has been charged, a maximum of AED5,000 (Arab Emirates Dirhams Five Thousand only). Where the fees charged are related to a number of Services, the amount of the fees will be proportioned for the purpose of the calculation of the maximum compensation, by reference to the estimated time involved in the performance of the Service from which the damage or loss derives. Any liability for indirect or consequential loss, damage or expense is specifically excluded. In any case, irrespective of the amount of the fees charged, the maximum damages payable by the Society will not be more than AED5,000,000 (Arab Emirates Dirhams Five Millions only). Payment of compensation under this paragraph will not entail any admission of responsibility and/or liability by the Society and will be made without prejudice to the disclaimer clause contained in paragraph 5.1 above.

5.3. Any claim for loss or damage of whatever nature by virtue of the provisions set forth herein shall be made to the Society in writing, within the shorter of the following periods: (i) THREE (3) MONTHS from the date on which the Services were performed, or (ii) THREE (3) MONTHS from the date on which the damage was discovered. Failure to comply with the above deadline will constitute an absolute bar to the pursuit of such a claim against the Society.

Article 6

6.1. These General Conditions shall be governed by and construed in accordance with United Arab Emirates (UAE) law, and any dispute arising from or in connection with the Rules or with the Services of the Society, including any issues concerning responsibility, liability or limitations of liability of the Society, shall be determined in accordance with UAE law. The courts of the Dubai International Financial Centre (DIFC) shall have exclusive jurisdiction in relation to any claim or dispute which may arise out of or in connection with the Rules or with the Services of the Society.

6.2. However, in cases where neither the claim nor any counterclaim exceeds the sum of AED300,000 (Arab Emirates Dirhams Three Hundred Thousand) the dispute shall be referred to the jurisdiction of the DIFC Small Claims Tribunal; and (ii) for disputes concerning non-payment of the fees and/or expenses due to the Society for services, the Society shall have the
right to submit any claim to the jurisdiction of the Courts of the place where the registered or operating office of the Interested Party or of the applicant who requested the Service is located.

In the case of actions taken against the Society by a third party before a public Court, the Society shall also have the right to summon the Interested Party or the subject who requested the Service before that Court, in order to be relieved and held harmless according to art. 3.5 above.

Article 7

7.1. All plans, specifications, documents and information provided by, issued by, or made known to the Society, in connection with the performance of its Services, will be treated as confidential and will not be made available to any other party other than the Owner without authorisation of the Interested Party, except as provided for or required by any applicable international, European or domestic legislation, Charter or other IACS resolutions, or order from a competent authority. Information about the status and validity of class and statutory certificates, including transfers, changes, suspensions, withdrawals of class, recommendations/conditions of class, operating conditions or restrictions issued against classed ships and other related information, as may be required, may be published on the website or released by other means, without the prior consent of the Interested Party.

Information about the status and validity of other certificates and statements may also be published on the website or released by other means, without the prior consent of the Interested Party.

7.2. Notwithstanding the general duty of confidentiality owed by the Society to its clients in clause 7.1 above, the Society's clients hereby accept that the Society may participate in the IACS Early Warning System which requires each Classification Society to provide other involved Classification Societies with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and used to facilitate the proper working of the IACS Early Warning System. The Society will provide its clients with written details of such information sent to the involved Classification Societies.

7.3. In the event of transfer of class, addition of a second class or withdrawal from a double/dual class, the Interested Party undertakes to provide or to permit the Society to provide the other Classification Society with all building plans and drawings, certificates, documents and information relevant to the classed unit, including its history file, as the other Classification Society may require for the purpose of classification in compliance with the applicable legislation and relative IACS Procedure. It is the Owner's duty to ensure that, whenever required, the consent of the builder is obtained with regard to the provision of plans and drawings to the new Society, either by way of appropriate stipulation in the building contract or by other agreement. In the event that the ownership of the ship, product or system subject to certification is transferred to a new subject, the latter shall have the right to access all pertinent drawings, specifications, documents or information issued by the Society or which has come to the knowledge of the Society while carrying out its Services, even if related to a period prior to transfer of ownership.

Article 8

8.1. Should any part of these General Conditions be declared invalid, this will not affect the validity of the remaining provisions.
RULES FOR THE CLASSIFICATION OF EXISTING NAVAL SHIPS

Chapter 1 PRINCIPLES OF CLASSIFICATION AND CLASS NOTATIONS
Chapter 2 ASSIGNMENT, MAINTENANCE, SUSPENSION AND WITHDRAWAL OF CLASS
Chapter 3 SCOPE OF SURVEYS (all ships)
Chapter 4 SCOPE OF SURVEYS IN RESPECT OF THE DIFFERENT SERVICES OF SHIPS
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CHAPTER 1
PRINCIPLES OF CLASSIFICATION AND CLASS NOTATIONS

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Chapter 1

PRINCIPLES OF CLASSIFICATION AND CLASS NOTATIONS

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SECTION 1  GENERAL PRINCIPLES OF CLASSIFICATION

1 Principles of classification

1.1 Purpose of the Rules

1.1.1 These Rules give the requirements for the assignment and the maintenance of class for existing seagoing surface naval ships alternative to the Rules for the Classification of Naval Ships where the term naval ships includes warships, troopships and naval auxiliary ships.

These rules apply to the above existing ships that:

a) have not been classed during construction, or
b) have been out of class for a long time, or
c) have been classed with a QSCS Classification Society as commercial vessels and are being used as military ships.

At the Society discretion, these Rules may be applied to other existing naval ships that do not fall within the categories listed above.

Class assigned to an existing ship reflects the discretionary opinion of the Society that the ship, for declared conditions of use and within the relevant time frame, complies with the Rules applicable at the time the service is rendered.

Note 1: The general conditions of classification are laid down in the “General Conditions” placed of the beginning of these Rules.

1.2 General definitions

1.2.1 The following general definitions are used in these Rules:

- Society means Tasneef
- Rules means these Rules for the Classification of Existing Naval Ships and documents issued by the Society serving the same purpose
- Surveyor means technical staff acting on behalf of the Society to perform tasks in relation to classification and survey duties
- Survey means an intervention by the Surveyor for assignment or maintenance of class as defined in Chapter 3, or interventions by the Surveyor within the limits of the tasks delegated by the Naval Authorities
- Interested Party means a party, other than the Society, having responsibility for the classification of the ship, such as the Owner of the ship and his representatives, or the Shipbuilder, or the Engine Builder, or the Supplier of parts to be tested
- Navy means the Goverment Body to whom the State or the Defence Department of the State has delegated responsibility for ownership of naval ships. The Navy is responsible for the requirement, procurement and through life support of the naval ship
- Naval Authority means the authority nominated by the Navy responsible for providing regulation associated with procurement and support of the ship. The Naval Authority may also be responsible for identifying appropriate standards, auditing and certification. The Naval Authority could be a Navy department, Statutory Authority or an independent organisation with appropriate standing
- Owner means the party having the responsibility to keep the ship seaworthy, having particular regard to the provisions relating to the maintenance of class laid down in Chapter 3
- Approval means the examination and acceptance 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
- Type approval means 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
- Essential service is intended to mean a service necessary for a ship 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.

1.3 Meaning of classification, scope and limits

1.3.1 The classification consists of:

- the development of Rules, guidance notes and other documents relevant to the ship, structure, material, equipment, machinery and any other item covered by such documents
- the examination of plans and calculations and the surveys, checks and tests intended to ensure that the ship meets the Rules (refer to Ch 2, Sec 1)
- the assignment of class (see Ch 2, Sec 1) and issue of a Certificate of Classification, where the above Rules are met
- the periodical, occasional and class renewal surveys performed to verify that the ship in service meets the conditions for maintenance of class (see Ch 2, Sec 2).
1.3.2 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 Navy, Naval Authority, Designers, Shipbuilders, Manufacturers, Repairers, Suppliers, Contractors or Sub-contractors, actual or prospective Owners or Operators, Charterers, Brokers, Cargo-owners and Underwriters. The Society cannot therefore assume the obligations arising from these functions, even when the Society is consulted to answer inquiries concerning matters not covered by its Rules, or other documents.

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 ship, 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 ship or additional class notation assigned.

The classification-related services and documents performed and issued by the Society do not relieve the parties concerned of their responsibilities or other contractual obligations expressed or implied or of any liability whatsoever, nor do they create any right or claim in relation to the Society with regard to such responsibilities, obligations and liabilities. In particular, the Society does not declare the acceptance or commissioning of a ship or any part of it, this being the exclusive responsibility of the Owner.

1.3.3 Unless otherwise specified, the Rules:

a) apply to hull, machinery, electrical system and, limited to the related safety aspect, to the fire protection system

b) do not apply to intact stability, damage stability, fire protection and means of escape, which can be covered on voluntary basis by means of assignment dedicated additional class notation (see Chapter 2)

c) 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 ship’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 ship and that no permanent deformations are sustained.

Note 1: Refer to [3.3] as regards the Owner’s responsibility for maintenance and operation of the ship in relation to the maintenance of class.

1.4 Request for services

1.4.1 Requests for interventions by the Society, such as surveys during construction, surveys of ships 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 its General Conditions.

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

2 Rules

2.1 Effective date

2.1.1 The effective date of entry into force of any amendments to the Rules is indicated on the inside front page of these Rules.

2.1.2 In principle, in the case of major conversions and in the case of alterations, to the altered parts of the ship the applicable Rules are those in force at the date when the contract of major convention or alteration is signed between Owner and Shipyard.

2.1.3 The rule requirements related to assignment, maintenance and withdrawal of the class of ships already in operation, as detailed in Chapter 2 to Chapter 5, are applicable from the date of their entry into force.

2.2 Equivalence

2.2.1 The Society may consider the acceptance of alternatives to these Rules, provided that they are deemed to be equivalent to the Rules to the satisfaction of the Society.

2.3 Novel features

2.3.1 The Society may consider the classification of ships based on or applying novel design principles or features, to which the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to the Society. The specific limitations may then be indicated on the Certificate of Classification.

2.4 Interpretation

2.4.1 The Society alone is qualified to decide upon the meaning, interpretation and application of the Rules and other classification-related documents. No reference to the Rules or other classification-related documents has any value unless it involves, accompanies or follows the intervention of the Society.

2.5 Disagreement and appeal

2.5.1 Any technical disagreement with the Surveyor in connection with the performance of his 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.
3 Duties of the Interested Parties

3.1 International and national regulations

3.1.1 The classification of a ship does not absolve the Interested Party from compliance with any requirements issued by the Naval Authority and any other applicable international and national regulations for the safety of life at sea and protection of the marine environment.

3.1.2 When authorised by the Naval Authority 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 requirements, survey the ship, 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 ships, even though their scope may overlap in part and may be carried out concurrently with surveys for assignment or maintenance of class.

3.1.3 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 [1.4.1].

3.2 Surveyor's intervention

3.2.1 Except for secrecy or operational restrictions, Surveyors are to be given free access at all times to ships 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 the Naval Authority, when so delegated.

3.2.2 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. Refer also to Ch 2, Sec 2, [2.5] to Ch 2, Sec 2, [2.8].

3.2.3 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.

3.3 Operation and maintenance of ships

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

In particular, it will be assumed that the draught of the ship in operating conditions will not exceed the maximum approved for the classification, that the ship 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 ship are adapted to the prevailing sea and weather conditions, and that the ship is operated in accordance with the applicable international and national regulations for the prevention and containment of marine pollution.

3.3.2 Any document issued by the Society in relation to its interventions reflects the condition of the ship 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 ship until the next survey required by the Rules. It is the duty of the Interested Party to inform the Surveyor when he boards the ship of any events or circumstances affecting the class.

3.4 Use of measuring equipment and of service suppliers

3.4.1 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 ships, 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 recognised national or international standard each piece of such equipment.

3.4.2 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, properly maintained and periodically compared with other similar equipment or test pieces.

3.4.3 Shipboard measuring equipment

The Surveyor may accept measuring equipment fitted on board a ship (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.

3.4.4 Other equipment

The Surveyor may request evidence that other equipment (e.g. tensile test machines, ultrasonic thickness measurement equipment, etc) is calibrated to a recognised national or international standard.
3.5  **Spare parts**

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

3.5.2  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; refer to Ch 2, Sec 2, [6.3.2].
SECTION 2 CLASSIFICATION NOTATIONS

1 General

1.1 Purpose of the classification notations

1.1.1 The classification notations give the scope according to which the class of the ship 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 ship 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 1: Reference should be made to Sec 1, [1.3] on the limits of classification and its meaning.

1.1.2 The classification notations assigned to a ship are indicated on the Certificate of Classification.

1.1.3 The classification notations applicable to existing ships conform to the Rules of the Society in force at the date of assignment of class, as indicated in Ch 2, Sec 1. However, the classification notations of existing ships may be updated according to the current Rules, as far as applicable.

1.2 Types of notations assigned

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

a) main class symbol
b) construction marks
c) ship category, service notations with additional service features, as applicable
d) navigation notations
e) additional class notations (optional).

The different classification notations and their conditions of assignment are listed in [2] to [6] below, according to their types.

1.2.2 As an example, the classification notations assigned to a ship may be as follows (the kind of notation shown in brackets does not form part of the classification notation indicated the Certificate of Classification):

NCE ◀ HULL ◀ MACH
(auxiliary ship; supply ship - flash point >60°C)

unrestricted navigation
(navigation notation)

MILITARY
(additional class notation).

2 Main class symbol

2.1

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

2.1.2 The main class symbol NCE, where the letters NCE stand for Naval Class for Existing Naval Vessel, is assigned to ships classed in accordance with the requirements of the Rules and, for any aspect not specifically mentioned thereto, of the Tasneef Rules for the Classification of Naval Ships or other rules and standards recognized as equivalent, and maintained in a condition considered satisfactory by the Society.

The period of class (or interval between class renewal surveys) assigned to a ship is maximum 5 years; see Ch 2, Sec 2, [4].

Except for special cases, class is assigned to a ship only when the hull, propulsion and auxiliary machinery installations, and equipment providing essential services have all been reviewed in relation to the requirements of the above mentioned rules and standards.

The main class symbol may be completed by the notation experimental, assigned provisionally to ships or other units whose design and building criteria are considered novel or unusual, either wholly or in part, though judged satisfactory by the Society on the basis of design plans, laboratory tests and tests in working conditions after construction. The notation experimental implies subsequent confirmation or modification of the judgement by the Society after a suitable period of service of the ship, to be stipulated in each case.

The main class symbol may be completed by the notation special, assigned to ships and other units classed according to standards other than those in the Rules but which are considered satisfactory by the Society.

3 Construction marks

3.1 General

3.1.1 The construction mark identifies the procedure under which the ship and its main equipment or arrangements have been surveyed for initial assignment of the class. The procedures under which the ship is assigned one of the construction marks are detailed in Ch 2, Sec 1.
3.1.2 One of the construction marks defined below is assigned separately to the hull of the ship and its appendages, to the machinery installation, and to some installations for which an additional classification notation (see [6] below) is assigned.

The construction mark defined below is assigned separately to the hull of the ship and its appendages, to the machinery installation, and to some installations for which an additional classification notation (see [6]) is assigned.

The construction mark is placed before the symbol \( \text{HULL} \) for the hull, before the symbol \( \text{MACH} \) for the machinery installations, and before the additional class notation granted, when such a notation is eligible for a construction mark.

When the same construction mark is assigned to both hull and machinery, the construction mark is assigned globally to the ship without indication \( \text{HULL} \) and \( \text{MACH} \) after the main class symbol.

If the ship has no machinery installations covered by classification, the symbol \( \text{MACH} \) is not granted and the construction mark will be placed before the symbol \( \text{HULL} \).

3.1.3 The construction marks refer to the original condition of the ship. However, the Society may change the construction mark where the ship is subjected to repairs, conversion or alterations.

3.2 Construction marks

3.2.1 The mark \( \heartsuit \) is assigned to the relevant part of the ship, when it has been classed by the Society after its construction in compliance with the procedure detailed in Ch 2, Sec 1, [2].

4 Ship category and Service notations

4.1 General

4.1.1 The ship’s category defines the main tasks and operational capability of the ship in relation to his military role; ship categories are listed in [4.2] below.

The service notations define the service of the ship which have been considered for its classification; service notations are listed in [4.3] below.

Ship’s category and service notations are to be indicated in the request for classification signed by the Interested Party.

Ship’s category and at least one service notation is to be assigned to every classed ship.

Note 1: The service notations conform to the Rules of the Society in force at the date of assignment of class. However, the service notations of existing ships may be updated according to the current Rules, as far as applicable, at the request of the Interested Party.

4.1.2 The assignment of any ship category and service notation to a ship is subject either to compliance with general rule requirements laid down in Part B, Part C and Part D of the Tasneef Rules for the Classification of Naval Ships, or to alternative standards and regulation deemed satisfactory by the Society.

4.1.3 A ship 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.

4.1.4 A service notation may be completed by one or more additional service features, giving further precision regarding the type of service of the ship, for which specific rule requirements are applied.

4.2 Ship categories

4.2.1 For the purpose of classification the following ship categories are defined:

- **Front line ship**, means a ship designed for world wide operations and used either as centres of command or as a part of a task force or as an independent unit. They may have a variety of roles as air defence, anti submarine, sea defence or shore support. They typically have displacement of more than 2000 tonnes and comply with very severe requirements.

- **Second line ship**, means a ship designed for operations in restricted service area and used for the same roles of Front line ship. They typically have displacement of less than 2000 tonnes and comply with less severe requirements in respect of Front line ships.

- **Auxiliary ship**, means a ship designed for operations in unrestricted or restricted service area and used to support other vessels or a task force. The may have a variety of sole or multiple roles including amphibious warfare, mine sweeping or supply.

4.3 Service notations

4.3.1 For those ships for which evidence of classification during construction is not available, the service notations are to be determined by means of technical review of the documents, i.e. the service is defined on the basis of the verified main features of the ship.

The service notations that may be assigned to ships are listed below and grouped per the ship category:
5 Navigation notations

5.1 General

5.1.1 For those ships for which evidence of classification during construction is not available, the navigation notations are to be determined by means of technical review of the documents, i.e., the navigation is assigned on the basis of the strength calculation of the midship section area and other possible areas as deemed appropriate in any specific case taking in account the intended use and operation.

5.1.2 Every classed ship is to be assigned one navigation notation as listed in [5.2].

5.1.3 The assignment of a navigation notation, including the reduction of scantlings or specific arrangements for restricted navigation notations, is subject to compliance with the requirements laid down in Part B, Part C, Part D and Part E of the Tasneef Rules for the Classification of Naval Ships.

5.1.4 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 ship operating in national waters, or a specific area, or a navigation zone. Neither does it waive the requirements in Sec 1, [3.3.1].

5.2 List of navigation notations

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

5.2.2 The navigation notation offshore navigation is assigned to ships intended to operate only within 200 nautical miles and with a maximum sailing time of twelve hours from a port of refuge or safe sheltered anchorage.

5.2.3 The navigation notation coastal area is assigned to ships 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.

5.2.4 The navigation notation sheltered area is assigned to ships 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.

5.2.5 The navigation notations defined in these items [5.2.1] to [5.2.4] are those considered as "normal". Where particular cases of navigation are to be assigned which are not included among those so defined, the navigation notation special is assigned, followed by specified restrictions (such as the designation of the geographical area, distance from the shore and/or the most unfavourable sea conditions considered).
6 Additional class notations

6.1 General

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

6.1.2 The assignment of such an additional class notation is subject to the compliance either with additional rule requirements, which are detailed in [6] and in analogue Parts of other Tasneef Rules for the Classification of Ships, provided that they are not in conflict with the requirements of Tasneef Rules for the Classification of Naval Ships, or with alternative with standards and regulation deemed satisfactory by the Society.

In case of contrast, cross reference to other parts of the Rules, if not consistent with Tasneef Rules for the Classification of Naval Ships framework, are to be managed by the Society on a case by case basis.

6.1.3 Some additional class notations, due to the importance of relevant equipment or arrangements, are assigned a construction mark, according to the principles given in [3.1.2]. This is indicated in the definition of the relevant additional class notations.

6.1.4 The different additional class notations which may be assigned to a ship are listed in [6.1] to [6.11] and in [6.3.2] to [6.3.12], according to the category to which they belong. These additional class notations are also listed in alphabetical order in Tab 1 and Tab 2.

6.2 Military (MILITARY)

6.2.1 General

The additional class notation MILITARY is assigned to ships which design incorporates particular features relating to military loads or fitted with particular systems and/or arrangements related to the military aspects of the ship.

In compliance with [6.1.3], this notation may be assigned a construction mark, as defined in [3].

In particular, the following confidential notations are available, and will be known only to the Shipyard, the Owner and the Society.

6.2.2 Structural damage (STRU-DAM)

The confidential additional class notation STRU-DAM is assigned to ships capable of meeting the global structural requirements to withstand the impact of either a surface-missile or a naval gun.

The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 1 of Tasneef Rules for the Classification of Naval Ships.

6.2.3 External air blast (EXT-BLAST)

The confidential additional class notation EXT-BLAST is assigned to ships with superstructures capable of meeting the structural requirements to withstand an external blast (temporary overpressure caused by an explosion outside the vessel).

The above is completed by the following notations depending of the type of explosion considered:
- -CONV, for conventional explosion
- -NUCL, for nuclear explosion.

The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 2 of Tasneef Rules for the Classification of Naval Ships.

6.2.4 Internal air blast (INT-BLAST)

The confidential additional class notation INT-BLAST is assigned to ships with some structures, which bound the safety areas, capable of meeting the structural requirements to withstand an internal blast (temporary overpressure caused by an internal explosion of a missile warhead).

The notation is completed by a number 2, 3 or n which represents the number of safety areas to this respect into which the ship is subdivided.

The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 3 of Tasneef Rules for the Classification of Naval Ships.

6.2.5 Fragmentation protection (FRAGM)

The confidential additional class notation FRAGM is assigned to ships with some structures, which bound the safety areas, capable of meeting the structural requirements to withstand a certain class of fragments (bodies with a certain mass and speed usually generated by an explosion of a missile warhead or a gun shot).

The notation is completed by a number 2, 3 or n which represents the number of safety areas to this respect into which the ship is subdivided.

The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 4 of Tasneef Rules for the Classification of Naval Ships.

6.2.6 Air explosion (AIR-EX)

The confidential additional class notation AIR-EX is assigned to ships whose survivability of specified performance levels are assured after an external or internal blast caused by a conventional explosion, respectively outside or inside the vessel.

The above is completed by the following notations according to the specified performance assured:
- -FLOAT, for buoyancy and structural integrity
- -FUNCT, for a performance that is to be specified by the Owner (e.g. mobility, air self defence, air defence, antiship and antiship warfare, etc).

The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 5 of Tasneef Rules for the Classification of Naval Ships.
6.2.7 Shock and whipping (SHOCK)
The confidential additional class notation SHOCK is assigned to ships whose survivability of specified performance levels are assured after a non contact underwater explosion and with global structural requirements to withstand the relevant dynamic vertical bending and vibration.
The above is completed by the following notations according to the specified performance assured:
• -FLOAT, for buoyancy and structural integrity
• -WHIP, for global structural resistance under bending and vibrations due to whipping
• -FUNCTION, for a performance that is to be specified by the Owner (e.g. mobility, air self defence, air defence, antisubmarine and antisurface warfare, etc).

The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 9 of Tasneef Rules for the Classification of Naval Ships.

6.2.8 Terrorist attack (TERR)
The confidential additional class notation TERR is assigned to ships with some structures have ballistic protection capable of protecting certain areas from gun shots from small arms.
The notation is completed by a number 2, 3 or n which represents the number of protected areas.
The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 6 of Tasneef Rules for the Classification of Naval Ships.

6.2.9 Sea-keeping assessment (SEA-KEEP)
The confidential additional class notation SEA-KEEP is assigned to ships whose specified performance levels are assured up to a certain sea state, according to the NATO standards STANAG 4154 Ed. 3.
The above is completed by the following notations according to the specified performance assured:
• -FLY-X(L,M,H), for fly operations
• -RAS-X(L,M,H), for replenishment at sea
• -WEAP-X(L,M,H), for weapon systems operations.
where X indicates the state number and L, M and H further specifies the degree of severity (Low, Medium, High) of the sea state considered among those characterised by the number (e.g. SEA-KEEP-FLY-3H is assigned to a ship that can satisfy the flight operation limits up to a High Sea State 3).
The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 8 of Tasneef Rules for the Classification of Naval Ships.

6.2.10 NBC protection (NBC-PROT)
The confidential additional class notation NBC-PROT is assigned to ships complying with the NATO standards relevant to the capability to operate in contaminated area.
The notation is completed by the symbols Z=x and D=y where x represents the total number of independent citadels and y the total number of decontamination rooms.
The requirements for the assignment of this notation are given in Pt E, Ch 1, Sec 9 of Tasneef Rules for the Classification of Naval Ships.

6.3 Other additional class notations

6.3.1 General
Unless otherwise specified, the Society may also assign the following notations either in compliance with requirement of pertinent Chapter of Part E of Tasneef Rules for the Classification of Naval Ships or by means of pertinent provisional standard, requirements and guidelines, to be agreed with the Owner and that are deemed satisfactory by the Society.

6.3.2 Ship manoeuvrability
The additional class notation MANOVR-MIL may be assigned to ships complying with high level manoeuvring capability standards.

6.3.3 Helicopter deck
The additional class notation HELICOPTER may be assigned to ships provided with an helicopter deck.

6.3.4 Lifting appliances
The additional class notation LA may be assigned to ship fitted with lifting appliances meeting the requirements of these Rules.

6.3.5 MARPOL compliance
Ships complying with the applicable requirements of the MARPOL Convention, in relation of their service, substances carried out by sea in packaged form may be assigned the following additional class notations:

- MARPOL I, for ships meeting the requirements of MARPOL 73/78 Annex I: pollution by oil
- MARPOL II, for ships meeting the requirements of MARPOL 73/78 Annex II: pollution by noxious liquid substances in bulk
- MARPOL III, for ships meeting the requirements of MARPOL 73/78 Annex III: pollution by harmful substances carried out by sea in packaged form
- MARPOL IV, for ships meeting the requirements of MARPOL 73/78 Annex IV: pollution by sewage from ships
- MARPOL V, for ships meeting the requirements of MARPOL 73/78 Annex V: pollution by garbage from ships
- MARPOL VI, for ships meeting the requirements of MARPOL 73/78 Annex VI: prevention of air pollution from ships.

Provided the respect of the applicable requirements of the Convention, MARPOL additional class notations may be assigned even if the relevant statutory certificates are not issued.

6.3.6 LOAD LINE compliance
The additional class notation ILL may be assigned to ships complying with the applicable requirements of the International Load Line Convention.
Provided the respect of the applicable requirements of the Convention, ILL additional class notation may be assigned even if the relevant statutory certificate is not issued and load line not marked on ship’s side.
6.3.7 MOORING
The additional class notation **MOORING** may be assigned to ships provided with mooring lines and mooring winches according to Pt E, Ch 4, Sec 3 of Tasneef Rules for the Classification of Naval Ships.

6.3.8 Tailshaft monitoring system (MON-SHAFT-WATER)
The additional class notation **MON-SHAFT-WATER** is assigned to ships which are fitted with a temperature monitoring system for the tailshaft’s stern tube aft bearing. The assignment of this notation allows the ship to be granted a reduced scope for complete tailshaft surveys.

6.3.9 Intact stability (INT-SBL)
The additional class notation **INT-SBL** is assigned to ships which either have been built in accordance with requirement of Pt B, Ch 3, Sec 2 of Tasneef Rules for the Classification of Naval Ships or have been provided with complete intact stability approved documentation, or have undergone an inclining test and relevant result has been approved.

6.3.10 Damage stability (DAM-SBL)
The additional class notation **DAM-SBL** is assigned to ships which either have been built in accordance with requirement of Pt B, Ch 3, Sec 3 of Tasneef Rules for the Classification of Naval Ships or have been provided with complete damage stability approved documentation.

6.3.11 Fire Protection (FPE)
The additional class notation **FPE** is assigned to ships which either have been built in accordance with requirement of Pt C, Ch 4 of Tasneef Rules for the Classification of Naval Ships, or have been provided and checked in compliance with approved documentation pertaining to:

- fire insulation plan
- ventilation plan
- fire detection and alarm system with relevant test documentation
- active fire protection systems, with relevant test documentation
- escape plan.

6.3.12 Automated machinery systems (AUT)
The notations dealt with under this heading are relevant to automated machinery systems installed on board ships.

- a) The additional class notation **AUT-IAS** is assigned to ships which are fitted with automated installations enabling machinery spaces to remain periodically unattended in all sailing conditions including manoeuvring, and additionally provided with integrated systems enabling to handle control, safety and monitoring of machinery.
- b) The additional class notation **AUT-QAS** is assigned to ships which are fitted with automated installations enabling machinery spaces to remain periodically unattended in all sailing conditions including manoeuvring.

Table 1: List of confidential additional class notations (MILITARY)

<table>
<thead>
<tr>
<th>Additional class notation</th>
<th>Reference for definition</th>
<th>Reference in Tasneef Rules for the Classification of Naval Ships</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR-EX</td>
<td>[6.2.6]</td>
<td>Pt E, Ch 1, Sec 5</td>
<td>(2)</td>
</tr>
<tr>
<td>EXT-BLAST</td>
<td>[6.2.3]</td>
<td>Pt E, Ch 1, Sec 2</td>
<td>(5)</td>
</tr>
<tr>
<td>FRAGM</td>
<td>[6.2.5]</td>
<td>Pt E, Ch 1, Sec 4</td>
<td>(3)</td>
</tr>
<tr>
<td>INT-BLAST</td>
<td>[6.2.4]</td>
<td>Pt E, Ch 1, Sec 3</td>
<td>(3)</td>
</tr>
<tr>
<td>NBC-PROT</td>
<td>[6.2.10]</td>
<td>Pt E, Ch 1, Sec 9</td>
<td>(4)</td>
</tr>
<tr>
<td>SEA-KEEP</td>
<td>[6.2.9]</td>
<td>Pt E, Ch 1, Sec 8</td>
<td>(1)</td>
</tr>
<tr>
<td>SHOCK</td>
<td>[6.2.7]</td>
<td>Pt E, Ch 1, Sec 6</td>
<td>(2)</td>
</tr>
<tr>
<td>STRU-DAM</td>
<td>[6.2.2]</td>
<td>Pt E, Ch 1, Sec 1</td>
<td></td>
</tr>
<tr>
<td>TERR</td>
<td>[6.2.8]</td>
<td>Pt E, Ch 1, Sec 7</td>
<td>(3)</td>
</tr>
</tbody>
</table>

(1) This notation may be completed by the specific notations -FLY-X(L,M,H), -RAS-X(L,M,H) and/or -WEAP-X(L,M,H).
(2) This notation may be completed by the specific notations -FLOAT, -WHIP and -FUNCT.
(3) This notation may be completed by a number 2, 3 or n.
(4) This notation may be completed by the specific notations -Z=x, and -D=y.
(5) This notation may be completed by the specific notations -CONV, and -NUCL.
### Table 2: List of additional class notations

<table>
<thead>
<tr>
<th>Additional class notation</th>
<th>Reference for definition</th>
<th>Reference in Tasneef Rules for the Classification of Naval Ships or International Conventions</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUT-IAS</td>
<td>[6.3.12] a)</td>
<td>Pt E, Ch 2, Sec 2</td>
<td>(1)</td>
</tr>
<tr>
<td>AUT-QAS</td>
<td>[6.3.12] b)</td>
<td>Pt E, Ch 2, Sec 1</td>
<td>(1)</td>
</tr>
<tr>
<td>DAM-SBL</td>
<td>[6.3.7]</td>
<td>Pt E, Ch 4, Sec 3</td>
<td></td>
</tr>
<tr>
<td>FPE</td>
<td>[6.3.11]</td>
<td>Pt C, Ch 4</td>
<td></td>
</tr>
<tr>
<td>HELICOPTER</td>
<td>[6.3.3]</td>
<td>Pt E, Ch 4, Sec 2</td>
<td></td>
</tr>
<tr>
<td>ILL</td>
<td>[6.3.6]</td>
<td>International Load Line Convention 1966 as amended</td>
<td></td>
</tr>
<tr>
<td>LA</td>
<td>[6.3.4]</td>
<td>Pt E, Ch 4, Sec 4</td>
<td>(1)</td>
</tr>
<tr>
<td>MANOVR-MIL</td>
<td>[6.3.2]</td>
<td>Pt E, Ch 4, Sec 1</td>
<td></td>
</tr>
<tr>
<td>MARPOL I, II, III, IV, V, VI</td>
<td>[6.3.5]</td>
<td>MARPOL 73/78 as amended</td>
<td></td>
</tr>
<tr>
<td>MON-SHAFT-WATER</td>
<td>[6.3.8]</td>
<td>Pt E, Ch 3, Sec 1</td>
<td></td>
</tr>
<tr>
<td>MOORING</td>
<td>[6.3.7]</td>
<td>Pt E, Ch 4, Sec 3</td>
<td></td>
</tr>
<tr>
<td>INT-SBL</td>
<td>[6.3.9]</td>
<td>Pt B, Ch 3, Sec 2</td>
<td></td>
</tr>
</tbody>
</table>

(1) A construction mark is added to this notation.
Chapter 2

ASSIGNMENT, MAINTENANCE, SUSPENSION AND WITHDRAWAL OF CLASS

SECTION 1  ASSIGNMENT OF CLASS
SECTION 2  MAINTENANCE OF CLASS
SECTION 1  ASSIGNMENT OF CLASS

1 General

1.1

1.1.1 Class is assigned to an existing ship upon a survey, with the associated operations, which is held in order to verify whether it is eligible to be classed on the basis of the these Rules (see Ch 1, Sec 1, [1.3.2]). This may be achieved through a specific admission to class survey for existing ships; special consideration will be given to ships transferring class from another recognized Classification Society who have appropriate Naval (Military) Ship Rules.

1.1.2 The class of the ship will be assigned upon a preliminary review of the documentation listed in [3] and subsequent satisfactory completion of the surveys, the extent and scope of which are given below.

2 Admission to Class Survey

2.1

2.1.1 The extent of the Admission to Class Survey consists in a renewal survey as specified in Pt A, Ch 3, Sec 3 of Tasneef Rules for the Classification of Naval Ships with the scope of assessing the safety of the ships in respect of the embarked persons and expected operations.

2.1.2 Thickness measurements is to be performed in accordance with Pt A, Ch 3, Sec 3, [2.5] and Pt A, Ch 2, App 2 of Tasneef Rules for the Classification of Naval Ships; the extension of the thickness measurements may be reduced at the surveyor’s discretion for ships in good condition or when there is evidence of recent thickness measurements carried out under the responsibility of the Navy.

2.1.3 Bottom survey in dry condition is to be part of renewal survey together with taishaft survey; however the dry docking of the vessel can be waived provided that:

- the ship is less than 15 years age
- the bottom survey in dry dock has been carried out less than three years before the admission to class survey
- the taishaft is fitted with oil seal or continuous liner or is made of corrosion resistant material,
- an underwater inspection of the hull and her appendages is carried out by specialized Navy divers.

2.1.4 Whenever sound evidence of routine and efficient maintenance is provided by the owner, the overhauling of equipment and machinery may be waived at the discretion of the surveyor.

2.1.5 In general, all the compartments of the ship are to be inspected; for ships in good conditions, the inspection of fuel tanks may be waived.

Pressure vessels and safety valves are to be thoroughly examined.

2.1.6 In case of modification or repair deemed necessary as result of survey, the Society may, in liaison with the Owner, and subject to conditions and checks deemed appropriate, accept certain materials, appliances or machinery which are neither new nor have been subjected to rule testing (see Sec 2, [6.3]).

3 Documentation

3.1

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

a) Main plans:
- General arrangement
- Capacity plan
- Stability documents, only if the assignment of pertinent Additional Class notation has been requested by the Owner (See Part B, Chapter 3 of Tasneef Rules for the Classification of Naval Ships).

b) Hull structure plans:
- Midship section
- Profile and deck plan
- Watertight bulkheads
- Rudder and rudder stock
- Shell expansion
- Hatch covers.

c) Machinery plans:
- Engine room general arrangement
- Diagram of fuel system, bilge and ballast systems and compressed air system
- Diagram of fire-fighting systems
- Drawings of boilers and air receivers
- Drawings of shaft line, reduction gear and propeller
- Drawings of steering gear
- Torsional vibration calculations for ships less than 2 years old.

d) Electrical installation plans:
- Diagrams of main and emergency power circuits
- 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. In addition, the
Society may, in liaison with the Owner, and subject to conditions and checks deemed appropriate, accept the plans and documentation approved by another QSCS Classification Society, as far as classification is concerned and according to the principle of equivalence of Tasneef Rules for Classification of Ships in Ch 1, Sec 1, [2.2].

3.1.2 The documentation listed in [3.1.1] is to be reviewed with the scope of:

a) defining the most suitable class characteristics to be assigned, such as:
   1) navigation notation based on the global structural strength of the ship
   2) service notation and additional class notations based on specific features of the ship
b) assessing the safety aspects of machinery and systems in respect of the embarked persons and foreseen operations, such as:
   1) safety of pressure vessels and connected systems
   2) safety of fuel systems
   3) safety of fixed gas fire-fighting system
   4) suitability for the intended purpose of the bilge system
   5) suitability for the intended purpose of electrical main and emergency system.

In this respect, equipment and systems of new installations or undergoing significant modification are to be in compliance with the Tasneef Rules for the Classification of Naval Ships as far as practicable and feasible in the Society’s opinion.

3.1.3 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.

3.1.4 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.

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

3.1.6 The Society may base its judgement upon documentation such as certificates issued or accepted by the former Classification Society, if any, moreover, other documents and/or plans may be specifically required to be supplied to the Society in individual cases.

4 Date of initial classification and period of class

4.1 Definitions

4.1.1 Date of build
The date of build is the year and month at which the construction was completed. Where there was a substantial delay between the completion of the construction and the ship commencing active service, the date of commissioning may be also specified.

If modifications are carried out, the 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 following applies:
- the date of build associated with each major portion of the ship is indicated on the classification certificate
- survey requirements are based on the date of build associated with each major portion of the ship.

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

4.1.3 Period of class
The assigned period of class is never to exceed five (5) years. The 5 year period is granted upon satisfactory outcome of the admission to class survey, see item [2].

5 Reassignment of class

5.1

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.
SECTION 2  MAINTENANCE OF CLASS

1  General principles of surveys

1.1  Survey types

1.1.1  Classed ships are submitted to surveys for the maintenance of class. These surveys include the class renewal survey, intermediate and annual survey, bottom survey (either survey in dry condition or in-water survey), tailshaft survey, boiler survey, and surveys for the maintenance of additional class notations, where applicable. Such surveys are carried out at the intervals and under the conditions laid down in this Section. In addition to the above periodical surveys, ships are to be submitted to occasional surveys whenever the circumstances so require; refer to [6].

1.1.2  The different types of periodical surveys are summarized in Tab 1. The intervals at which the periodical surveys are carried out are given in the items referred to in the second column of Tab 1. The relevant extent and scope are given in Pt A Chapter 3 and Chapter 4 of Tasneef Rules for the Classification of Naval Ships, for all ships and for service notations, respectively, while surveys related to additional class notations are given in Pt A Chapter 5 of Tasneef Rules for the Classification of Naval Ships.

Where there are no specific survey requirements for additional class notations assigned to a ship, equipment and/or arrangements related to these additional class notations are to be examined, as applicable, to the Surveyor’s satisfaction at each class renewal survey for the main class. The surveys are to be carried out in accordance with the relevant requirements in order to confirm that the hull, machinery, equipment and appliances comply with the applicable Rules and will remain in satisfactory condition based on the understanding and assumptions mentioned in Ch. 1, Sec 1, [3.3].

Where the conditions for the maintenance of main class, service notations and additional class notations are not complied with, the main class and/or the service notation and/or the additional class notations as appropriate can be suspended and/or withdrawn in accordance with the procedures given in [9].

Note 1: It is understood that requirements for surveys apply to those items that are required according to the Rules or, even if not required, are fitted on board.

1.1.3  Unless specified otherwise, any survey other than bottom survey and tailshaft survey may be effected by carrying out partial surveys at different times to be agreed upon with the Society, provided that each partial survey is adequately extensive. The splitting of a survey into partial surveys is to be such as not to impair its effectiveness.

1.2  Change of periodicity, postponement or advance of surveys

1.2.1  The Society reserves the right, after due consideration, to change the periodicity, postpone or advance surveys, taking into account particular circumstances.

1.2.2  When a survey or recommendation becomes overdue during an operative mission, extension of class may be granted until the arrival of the ship at the first port of call after the end of the operative mission.

<table>
<thead>
<tr>
<th>Type of survey</th>
<th>Reference in this Section</th>
<th>Reference to scope of survey in Tasneef Rules for the Classification of Naval Ships.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class renewal - hull</td>
<td>[4]</td>
<td>Ch 3, Sec 3 and Chapter 4 (1)</td>
</tr>
<tr>
<td>Class renewal - machinery</td>
<td>[4]</td>
<td>Ch 3, Sec 3 and Chapter 4 (1)</td>
</tr>
<tr>
<td>Annual - hull</td>
<td>[5.2]</td>
<td>Ch 3, Sec 1 and Chapter 4 (1)</td>
</tr>
<tr>
<td>Annual - machinery</td>
<td>[5.2]</td>
<td>Ch 3, Sec 1 and Chapter 4 (1)</td>
</tr>
<tr>
<td>Intermediate - hull</td>
<td>[5.3]</td>
<td>Ch 3, Sec 2 and Chapter 4 (1)</td>
</tr>
<tr>
<td>Intermediate - machinery</td>
<td>[5.3]</td>
<td>Ch 3, Sec 2 and Chapter 4 (1)</td>
</tr>
<tr>
<td>Bottom - dry condition</td>
<td>[5.4]</td>
<td>Ch 3, Sec 4 (1)</td>
</tr>
<tr>
<td>Bottom - in water</td>
<td>[5.4]</td>
<td>Ch 3, Sec 4 (1)</td>
</tr>
<tr>
<td>Tailshaft - complete</td>
<td>[5.5]</td>
<td>Ch 3, Sec 5 (1)</td>
</tr>
</tbody>
</table>

(1)  As applicable, according to the service notation assigned to the ship.
1.3 Extension of scope of survey

1.3.1 The Society and/or its Surveyors may extend the scope of the provisions in Chapter 3 to Chapter 5 of Tasneef Rules for the Classification of Naval Ships, which set forth the technical requirements for surveys, whenever and so far as considered necessary, or modify them in the case of special ships or systems.

1.3.2 The extent of any survey also depends upon the condition of the ship and its equipment. Should the Surveyor have any doubt as to the maintenance or condition of the ship or its equipment, or be advised of any deficiency or damage which may affect the class, then further examination and testing may be conducted as considered necessary.

1.4 General procedure of survey

1.4.1 The general procedure of survey consists in:

- an overall examination of the parts of the ship covered by the rule requirements
- checking selected items covered by the rule requirements
- attending tests and trials where applicable and deemed necessary by the Surveyor.

1.4.2 The Society’s survey requirements cannot be considered as a substitute for specification and acceptance of repairs and maintenance, which remain the responsibility of the Owner.

1.4.3 During the surveys, the Surveyor does not check that the spare parts are kept on board, maintained in working order and suitably protected and lashed.

1.4.4 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 ships inspected by the Society during surveys after construction are to be new and, where intended for essential services as defined in Ch 1, Sec 1, [1.2.1], tested by the Society.

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

The requirements for the selection of materials to be used in the repair of the various parts of existing ships, the characteristics of products to be used for such parts and the checks required for their acceptance are to be as stated in Part C of Tasneef Rules for the Classification of Naval Ships and Part D of the Tasneef Rules for the Classification of the Ships, as applicable, or in other Parts of the Rules or as specified on approved plans. In particular, the testing of products manufactured according to quality assurance procedures approved by the Society and the approval of such procedures are governed by the requirements of Pt D, Ch 1, Sec 1, [3] of the Tasneef Rules for the Classification of the Ships.

1.5 Appointment of another Surveyor

1.5.1 In compliance with the provisions of Ch 1, Sec 1, [2.5.1], should a disagreement arise between the Owner and the Surveyor during a survey, the Society may, at the request of the Owner, designate another Surveyor.

1.6 Accreditation of surveys carried out by the Owner

1.6.1 At discretion of the Society, when the Owner adopt, and provide evidence about, a suitable policy for the safety of life at sea and for the prevention of damages to properties and persons and pursues these goals with a safety management system based on suitable resources and organisation, when the logistic and / or operating conditions of the vessel, except for what indicated in [1.2.2], doesn’t allow the intervention of Surveyors of the Society, surveys for the maintenance of the validity of the Certificate of Classification may be carried out by qualified personnel of the Owner.

1.6.2 For the purposes of [1.6.1], the capability of Owner to develop, implement and maintain an adequate safety management system will be evaluated by the Society through the examination of the following functional requirements:

- Policies for maritime safety and for the prevention of damages to properties and persons;
- Defined levels of responsibility and lines of communication between personnel at shore and onboard and within them;
- Instructions and procedures to ensure the operational safety of ships in accordance with internal guidelines;
- Procedures for reporting accidents and non-compliance in respect of the given guidelines;
- Procedures promptly face emergency situations;
- Procedures for internal audits and reviews of the management system.
1.6.3 The technical conditions and procedures for accreditation of surveys carried out by the Owner will be governed by a special agreement between the Society and the Owner, which will define:

- The minimum requirements for the safety management system referred to in [1.6.2] and the regulation for the assessment and verifications carried out by the Society;
- Type of surveys that can be carried out by the Owner, technical personnel qualified for the surveys and eventual specific limitations;
- Communications, procedures and forms for reporting of surveys;
- Conditions for the maintenance of the validity of the Certificate of Classification.

1.6.4 If, during the period of validity of the Agreement in [1.6.3], the minimum requirements for the accreditation of surveys carried out by the owner are lost, the standard criteria for class maintenance referred to in [1.1] and [1.2] will apply until the conditions of the Agreement will be restored.

2 Definitions and procedures related to surveys

2.1 General

2.1.1 Period of class
Period of class means the period starting either from the date of the initial classification, see Sec 1, [4], or from the credited date of the last class renewal survey, and expiring at the limit date assigned for the next class renewal survey.

2.1.2 Anniversary date
Anniversary date means the day of the month of each year in the period of class which corresponds to the expiry date of the period of class.

2.1.3 Survey time window
Survey time window, or more simply window, mean the fixed period during which annual and intermediate surveys are to be carried out.

2.1.4 Overdue surveys
Each periodical survey is assigned a limit date specified by the relevant requirements of the Rules (end of survey interval or end date of window) by which it is to be completed. Provided what stated in [1.2], a survey becomes overdue when it has not been completed by its limit date.

Examples:

- Anniversary date: 15th April
  The 2000 annual survey can be validly carried out from 16th January 2000 to 15th July 2000. If not completed by 15th July 2000, the annual survey becomes overdue.
- Last bottom survey 20th October 2000 (periodicity 2.5 years, with a maximum interval between successive examinations not exceeding 3 years)
  The next bottom survey is to be carried out before 20th October 2003. If not completed by 20th October 2003, the bottom survey becomes overdue.

2.1.5 Recommendations
Provided what stated in [1.2], a recommendation is a requirement to the effect that specific measures, repairs and/or surveys are to be carried out within a specific time limit in order to retain classification.

A recommendation is pending until it is cleared. Where it is not cleared by its limit date, the recommendation is overdue.

2.1.6 Memoranda
Those defects and/or deficiencies which do not affect the maintenance of class and which may therefore be cleared at the Owner’s convenience and any other information deemed noteworthy for the Society’s convenience are indicated as memoranda. Memoranda are not to be regarded as recommendations.

2.2 Terminology related to hull survey

2.2.1 Ballast tank
A ballast tank is a tank which is used solely for salt water ballast: A tank which is used for both cargo and salt water ballast will be treated as a ballast tank when substantial corrosion has been found in such tank, see [2.2.7].

2.2.2 Spaces
Spaces are separate compartments including holds, tanks, cofferdams and void spaces bounding cargo holds, decks and the outer hull.

2.2.3 Overall survey
An overall survey is a survey intended to report on the overall condition of the hull structure and determine the extent of additional close-up surveys.

2.2.4 Close-up survey
A close-up survey is a survey where the details of structural components are within the close visual inspection range of the Surveyor, i.e. normally within reach of hand.

2.2.5 Transverse section
A transverse section includes all longitudinal members contributing to longitudinal hull girder strength, such as plating, longitudinals and girders at the deck, side shell, bottom, inner bottom, longitudinal bulkheads, and sloped plating in upper and lower side tanks, as well as relevant longitudinals, as applicable for the different ships. For a transversely framed ship, a transverse section includes adjacent frames and their end connections in way of transverse sections.

2.2.6 Representative tanks or spaces
Representative tanks or spaces are those which are expected to reflect the condition of other tanks or spaces of similar type and service and with similar corrosion protection systems. When selecting representative tanks or spaces, account should be taken of the service and repair history on board and identifiable critical structural areas and/or suspect areas.

2.2.7 Substantial corrosion
Substantial corrosion is an extent of corrosion such that assessment of the corrosion pattern indicates a wastage in
excess of 75% of allowable margins, but within acceptable limits.

2.2.8 Suspect areas
Suspect areas are locations showing substantial corrosion and/or considered by the Surveyor to be prone to rapid wastage.

2.2.9 Critical Structural Area
Critical Structural Areas are locations which have been identified from calculations to require monitoring and/or which, from the service history of the subject ship or from similar or sister ships (if available), have been identified as sensitive to cracking, buckling or corrosion which would impair the structural integrity of the ship.

2.2.10 Corrosion Prevention System
A Corrosion Prevention System is normally considered a full hard protective coating.

Hard Protective Coating is usually to be epoxy coating or equivalent.
Protective coating should usually be epoxy coating or equivalent. Other coating systems may be considered acceptable as alternatives provided that they are applied and maintained in compliance with the Manufacturer’s specifications.

2.2.11 Coating condition
Coating condition is defined as follows:

- **good**: condition with only minor spot rusting
- **fair**: condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for poor condition
- **poor**: condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

2.2.12 Special consideration
Special consideration or specially considered (in connection with close-up surveys and thickness measurements) means sufficient close-up inspection and thickness measurements are to be taken to confirm the actual average condition of the structure under the coating.

2.2.13 Prompt and Thorough Repair
A Prompt and Thorough Repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated recommendation.

2.3 Procedural requirements for thickness measurements

2.3.1 Control of the process
When required as per the scope of surveys defined below, thickness measurements are normally to be carried out under the responsibility of the Owner, in the presence of the Surveyor.

The thickness measurements required, if not carried out by the Society itself are to be witnessed by a Surveyor of the Society. The Surveyor is to be on board to the extent necessary to control the process.

This also applies to thickness measurements taken during voyages. The attendance of the Surveyor will be recorded.

Note 1: Also refer to IACS Recommendation no. 72 "Guidelines for the Surveyor on how to control the thickness measurement process".

2.3.2 Survey meeting
Prior to commencement of the intermediate and class renewal surveys, a meeting is to be held between the attending Surveyor(s), the Owner’s representative(s) in attendance and the thickness measurement firm’s representative(s) so as to ensure the safe and efficient execution of the surveys and thickness measurements to be carried out on board.

Communication with the thickness measurement operator(s) and Owner’s representative(s) is to be agreed during the meeting, with respect to the following:

a) reporting of thickness measurements on a regular basis
b) prompt notification to the Surveyor in the case of findings
c) excessive and/or extensive corrosion or pitting/grooving of any significance
d) structural defects like buckling, fractures and deformed structures
e) detached and/or holed structure
f) corrosion of welds.

The survey report will indicate where and when the meeting took place and who attended (the names of the Surveyor(s), the Owner’s representative(s) and the thickness measurement firm’s representative(s)).

2.3.3 Thickness measurements and close-up surveys
In any kind of survey, i.e. renewal, intermediate, annual or other surveys having the scope of the foregoing, thickness measurements of structures in areas where close-up surveys are required are to be carried out simultaneously with close-up surveys.

In all cases the extent of the thickness measurements is to be sufficient as to represent the actual average condition.

2.3.4 Approval of thickness firms
Thickness measurements are to be carried out by a firm approved by the Society in accordance with the "Rules for the Certification of Service Suppliers", unless the measurements are carried out directly by qualified personnel of the Naval Authority.

2.3.5 Monitoring of the thickness measurement process on board
The Surveyor will decide the final extent and location of thickness measurements after overall survey of representative spaces on board.

If the Owner prefers to commence the thickness measurements prior to the overall survey then the Surveyor will advise that the planned extent and locations of thickness measurements are subject to confirmation during the overall survey.

Based on findings, the Surveyor may require additional thickness measurements to be taken.

The Surveyor will direct the gauging operation by selecting locations such that, on average, readings taken represent the condition of the structure for that area.

Thickness measurements taken mainly to evaluate the extent of corrosion which may affect the hull girder strength are to be carried out systematically in all longitudinal structural members that are required to be gauged by the relevant provisions of the Rules.
Where thickness measurements indicate substantial corrosion or wastage in excess of allowable diminution, the Surveyor will direct locations for additional thickness measurements in order to delineate areas of substantial corrosion and to identify structural members for repairs/renewals.

2.3.6 Review and verification
Upon completion of the thickness measurements, the Surveyor will confirm that no further gaugings are needed, or specify additional gaugings.

If, where special consideration is allowed by the Rule requirements, the extent of thickness measurements is reduced, the Surveyor’s special consideration will be reported.

If thickness measurements are partly carried out, the extent of the remaining measurements will be reported for the use of the next Surveyor.

2.3.7 Thickness measurement report
A thickness measurement report is to be prepared. The report is to give the location of measurements, the thickness measured and the corresponding original thickness. Furthermore, the report is to include the date when the measurements were carried out, the type of measuring equipment, the names and the qualification of the operators and their signatures.

The report is validated by the Surveyor.

2.3.8 Acceptance criteria
For acceptance criteria applicable to structural corrosion diminution levels, reference is to be made to Pt A, Ch 2, App 2 of Tasneef Rules for the Classification of Naval Ships.

2.3.9 Evaluation of longitudinal strength
The ship’s longitudinal strength is to be evaluated by using the thickness of structural members measured, renewed and reinforced, as appropriate, during the class renewal survey carried out after the ship reached 10 years of age in accordance with the criteria for longitudinal strength of the ship’s hull girder specified in Pt A, Ch 2, App 2, [4.3.5] of Tasneef Rules for the Classification of Naval Ships.

2.4 Agreement of firms for in-water survey

2.4.1 The in-water surveys referred to in the Rules are to be carried out by a certified company accepted by the Society.

Note 1: The specific Rules of the Society give details about the certification.

2.5 Conditions for surveys

2.5.1 The Owner is to provide the necessary facilities for the safe execution of the surveys, as per Ch 1, Sec 1, [3.2].

a) In order to enable the attending Surveyors to carry out the survey, provisions for proper and safe access are to be agreed between the Owner and the Society;

b) in cases where the provisions made for safety and required access are judged by the attending Surveyors to be inadequate, the survey of the spaces involved is not to proceed.

2.5.2 Cargo holds, tanks and spaces are to be safe for access, gas-free and properly ventilated. Prior to entering a tank, void or enclosed space, it is to be verified that the atmosphere in that space is free from hazardous gas and contains sufficient oxygen.

2.5.3 In preparation for survey and thickness measurements and to allow for a thorough examination, all spaces are to be cleaned, including removal from surfaces of all loose accumulated corrosion scale. Spaces are to be sufficiently clean and free from water, scale, dirt, oil residues etc. to reveal corrosion, deformation, fractures, damage, or other structural deterioration as well as the condition of the coating. However, those areas of structure whose renewal has already been decided by the Owner need only be cleaned and descaled to the extent necessary to determine the limits of the areas to be renewed.

2.5.4 Sufficient illumination is to be provided to reveal corrosion, deformation, fractures, damage or other structural deterioration.

2.5.5 When examination of associated structure is required, the following applies:

- ceilings in holds and floors in the engine room are to be lifted to the necessary extent for examination of the structure
- cement or other protective sheathing is to be removed when there is any doubt as to the condition of the plating underneath or when adherence to plating is not tight
- in the case of solid ballast spaces, the solid ballast is to be partially removed for examination of the condition of the structure in way. Should doubts arise, the Surveyor may require more extensive removal of the solid ballast
- insulation of compartments intended for refrigerated cargoes is to be removed over the necessary extent for examination by the Surveyor of the condition of the structure, unless constructional arrangements make such inspections possible without removing the insulation
- where soft coatings have been applied, safe access is to be provided for the Surveyor to verify the effectiveness of the coating and to carry out an assessment of the conditions of internal structures which may include spot removal of the coating. When safe access cannot be provided, the soft coating is to be removed.

2.5.6 Surveyors are always to be accompanied by at least one responsible person, assigned by the Owner, experienced in tank and enclosed space inspection. In addition, a backup team of at least two experienced persons is to be stationed at the hatch opening of the tank or space that is being surveyed. The backup team is to continuously observe the work in the tank or space and to keep life-saving and evacuation equipment ready for use.

2.5.7 A communication system is to be arranged between the survey party in the cargo hold, tank or space being examined, the responsible Officer on deck and, as the case
may be, the navigation bridge. The communication arrangements are to be maintained throughout the survey.

2.6 Access to structures

2.6.1 For overall survey, means are to be provided to enable the Surveyor to examine the structure in a safe and practical way.

2.6.2 When required in relation to the characteristics of the space, one or more of the following means for access, acceptable to the Surveyor, is to be provided:
- permanent staging and passages through structures
- temporary staging and passages through structures
- lifts and moveable platforms
- boats or rafts
- portable ladders
- other equivalent means.

2.7 Equipment for surveys

2.7.1 One or more of the following fracture detection methods may be required if deemed necessary by the Surveyor:
- radiography (X or γ rays)
- ultrasonic test
- magnetic particle test
- dye penetrant test.

2.7.2 Thickness measurement is normally to be carried out by means of ultrasonic test equipment. The accuracy of the equipment is to be proven to the Surveyor as required.

2.7.3 Explosimeter, oxygen-meter, breathing apparatus, lifelines, riding belts with rope and hook and whistles together with instructions and guidance on their use are to be made available during the survey. A safety checklist is to be provided.

2.7.4 Adequate and safe lighting is to be provided for the safe and efficient conduct of the survey.

2.7.5 Adequate protective clothing (e.g. safety helmet, gloves, safety shoes, etc) is to be made available and used during the survey.

2.8 Surveys at sea and anchorage

2.8.1 Surveys at sea or at anchorage may be accepted provided the Surveyor is given the necessary assistance by the personnel on board. Precautions and procedures for carrying out the survey are to be in accordance with [2.5], [2.6] and [2.7].

2.8.2 A communication system is to be arranged between the survey party in the tank or space and the responsible officer on deck. This system is also to include the personnel in charge of ballast pump handling if boats or rafts are used.

2.8.3 Surveys of tanks by means of boats or rafts may only be undertaken with the agreement of the Surveyor, who is to take into account the safety arrangements provided, including weather forecasting and ship response under foreseeable conditions and provided the expected rise of water within the tank does not exceed 0.25m.

2.8.4 When rafts or boats are used for close-up survey, the following conditions are to be observed:
- only rough duty, inflatable rafts or boats, having satisfactory residual buoyancy and stability even if one chamber is ruptured, are to be used;
- the boat or raft is to be tethered to the access ladder and an additional person is to be stationed down the access ladder with a clear view of the boat or raft;
- appropriate lifejackets are to be available for all participants;
- the surface of water in the tank is to be calm (under all foreseeable conditions the expected rise of water within the tank is to not exceed 0.25 m) and the water level stationary. On no account is the level of the water to be rising while the boat or raft is in use;
- the tank, hold or space is to contain clean ballast water only. Even a thin sheen of oil on the water is not acceptable;
- the tank, hold or space is to contain clean ballast water only. Even a thin sheen of oil on the water is not acceptable;
- at no time is the water level to be allowed to be within 1 m of the deepest under deck web face flat so that the survey team is not isolated from a direct escape route to the tank hatch. Filling to levels above the deck transverses is only to be contemplated if a deck access manhole is fitted and open in the bay being examined, so that an escape route for the survey party is available at all times. Other effective means of escape to the deck may be considered;
- if the tanks (or spaces) are connected by a common venting system, or inert gas system, the tank in which the boat or raft is to be used is to be isolated to prevent a transfer of gas from other tanks (or spaces).

2.9 Repairs and maintenance during voyage

2.9.1 Repairs to hull, machinery or other equipment, which affect or may affect the class, which are carried out by a riding crew during a voyage or an operative mission, including any repair resulting from maintenance and overhauls in accordance with the Manufacturer’s recommended procedures or established marine practice, are to be noted in the ship’s log and submitted to the attending Surveyor when he boards the ship for use in determining further survey requirements.

2.10 Prompt and thorough repairs

2.10.1 Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the vessel’s structural, watertight or weathertight integrity, is to be promptly and thoroughly (see [2.2.13])
repaired. Areas to be considered include, as far as applicable, the following:
- side structure and side plating;
- deck structure and deck plating;
- bottom structure and bottom plating;
- inner bottom structure and inner bottom plating;
- inner side structure and inner side plating;
- longitudinal bulkhead structure and longitudinal bulkhead plating, where fitted;
- transverse watertight or oiltight bulkhead structure and transverse watertight or oiltight bulkheads plating;
- hatch covers and hatch coamings, where fitted;
- air pipe heads installed on the exposed decks;
- ventilators, including closing devices, if any.

For locations where adequate repair facilities are not available, consideration may be given to allow the vessel to proceed directly to a repair facility or, upon request of the Naval Authority, continue operational activities with or without limitation. This may require temporary repairs for the intended voyage and service.

2.10.2 Additionally, when a survey results in the identification of structural defects or corrosion, either of which, in the opinion of the Surveyor, will impair the vessel’s fitness for continued service, remedial measures are to be implemented before the ship continues in service or the class is suspended in agreement with the Naval Authority (see [9]).

2.11 Survey attendance requirements

2.11.1 Qualification of Surveyors
Surveyors are to be qualified for the survey processes involved.

2.11.2 Documentation of attendance on board
The attendance on board of the Surveyors will be documented according to the Society’s procedures.

2.12 Procedure for imposing and clearing recommendations

2.12.1 Reasons for imposing recommendations
Recommendations are to be imposed for the following reasons:
- repairs and/or renewals related to damage that affect classification (e.g. grounding, structural damage, machinery damage, wastage over the allowable limits, etc.);
- supplementary survey requirements;
- temporary repairs.

2.12.2 Recommendations for repairs
For repairs not completed at the time of survey, a recommendation is to be imposed. In order to provide adequate information to the Surveyor attending for survey of the repairs, the recommendation is to be sufficiently detailed with identification of items to be repaired. For identification of extensive repairs, reference may be given to the survey report.

2.12.3 Recommendations with service limitations
Recommendations may require imposing limitations related to navigation and operation that are deemed necessary for continued operation under classification (e.g. loss of anchor and/or chain, etc.); such limitations are to be agreed with the Naval Authority in respect to the operative requirements of the ship.

2.12.4 Issue of recommendations
Recommendations are to be given in writing with a time limit for completion to the Owner’s representatives/Ship’s Master, and are to be clearly stated on the Certificate of Classification or an attachment to the Certificate of Classification and/or class survey status or report.

2.12.5 Notification of recommendations
Owners will be notified of these dates and that the vessel’s class may be subject to a suspension procedure if the item is not dealt with, or postponed, by the due date (see [9]).

2.12.6 Clearance of recommendations
Clearance of recommendations is to be supported by a survey report giving details of all associated repairs and/or renewals, or of the supplemental surveys carried out. Repairs carried out are to be reported with identification of:
- compartment and location
- structural member
- repair method
- repair extent
- NDT/Tests.

2.12.7 Recommendations partially dealt with
Partially dealt with recommendations are be supported by a survey report giving details of repairs and/or renewals, or of that part of the supplemental surveys carried out and those parts remaining outstanding.

3 Certificate of Classification: issue, validity, endorsement and renewal

3.1 Issue of Certificate of Classification

3.1.1 A Certificate of Classification, bearing the class notations assigned to the ship and an expiry date, is issued to any classified ship.

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

3.1.3 The Certificate of Classification or Provisional Certificate of Classification is to be made available to the Society’s Surveyors upon request.
3.2 Validity of Certificate of Classification, maintenance of class

3.2.1 According to Ch 1, Sec 1, [2.4], the Society alone is qualified to confirm the class of the ship and the validity of its Certificate of Classification.

3.2.2 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 class is not suspended or withdrawn according to [9].

3.2.3 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.

3.3 Endorsement of Class

3.3.1 Purpose of endorsements
The endorsements of Class give official evidence of:

a) class surveys carried out,
b) class validity, and
c) conditions imposed and/or main items out of service (if any).

3.3.2 Direct endorsement of the Certificate of Classification
The Certificate of Classification is directly endorsed before the vessel sails where an Annual, Intermediate or Class Renewal Survey is completed, using the appropriate section of the Certificate of Classification.

A section is also available for postponement of the Class Renewal Survey.

3.3.3 Class Survey Endorsement Sheet
In addition to the direct endorsement of the Certificate of Classification, as described in [3.3.2], a Class Survey Endorsement Sheet is issued before the ship sails, where any Class Survey is carried out. It can be issued by the Surveyor through Leonardo Ship or as an interim paper form (available in the Database Forms).

The Class Survey Endorsement Sheet is an attachment to the Certificate of Classification, and as such, it is to be available on board at any time.

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

3.4 Status of surveys and recommendations

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

3.4.2 The omission of such information does not absolve the Owner from ensuring that surveys are held by the limit dates and pending recommendations are cleared.

4 Class renewal survey

4.1 General principles

4.1.1 The first class renewal survey is to be completed within 5 years from the date of the initial classification survey and thereafter 5 years from the credited date of the previous class renewal survey. However, consideration may be given by the Society to granting an extension for a maximum of three months after the limit date, in exceptional circumstances and provided that the ship is attended and the attending Surveyor recommends. In such cases the next period of class will start from the limit date for the previous class renewal survey before the extension was granted.

4.1.2 For surveys completed within three months before the limit date of the class renewal survey, the next period of class will start from this limit date. For surveys completed more than three months before the limit date, the period of class will start from the survey completion date.

4.1.3 A new period of class is assigned to the ship after the satisfactory completion of the class renewal survey, and a new Certificate of Classification with relevant annexes is issued for the new period of class.

4.1.4 Concurrent crediting to both intermediate survey and class renewal survey for surveys and thickness measurements of spaces is not acceptable.

4.2 Normal system

4.2.1 When the normal system is applied, the class renewal survey may be commenced at the fourth annual survey and continued during the following year with a view to completion by its due date. In this case the survey may be carried out by partial surveys at different times. The number of checks to be performed at each partial survey and the interval between partial surveys are to be agreed by the Society. In general, the first partial survey should include a significant number of thickness measurements, where required by the Rules.

4.2.2 A class renewal survey may be commenced before the fourth annual survey at the request of the Owner. In this case, the survey is to be completed within fifteen months. The conditions for the execution of partial surveys are the same as those referred to in [4.2.1].

4.3 Continuous survey system

4.3.1 The request by the Owner for admission to the continuous survey system will be considered by the Society and agreement depends on the type and age of hull and machinery. This system may apply to the class renewal survey of hull, machinery or other installations such as refrigerating installations covered by an additional class notation.
4.3.2 The continuous survey system is not applicable to the class renewal survey of the hull of ships over 20 years old. However, consideration may be given, at the discretion of the Society, to the applicability of the continuous survey system to the class renewal survey of the hull of ships over 20 years old.

4.3.3 For ships more than 10 years of age, the ballast tanks are to be internally examined twice in each five-year class period, i.e. once within the scope of the intermediate survey and once within the scope of the continuous system for the class renewal survey of hull.

4.3.4 When the continuous survey system is applied, appropriate notations are entered in the Certificate of Classification.

4.3.5 Ships subject to the continuous survey system are provided with lists of items to be surveyed under this system; these lists are attached to the Certificate of Classification.

4.3.6 For items inspected under the continuous survey system, the following requirements generally apply:
   a) the interval between two consecutive surveys of each item is not to exceed five years
   b) the items are to be surveyed in rotation, so far as practicable ensuring that approximately equivalent portions are examined each year
   c) the Society may credit for continuous survey results of inspections carried out before the admission to the continuous survey scheme
   d) each item is to be surveyed at one time, as far as practicable; the Society, however, allow possible repair work to be carried out within a certain period.
   e) the Surveyor may, at his discretion, extend the inspection to other items, if previous inspections carried out revealed any defects.

4.3.7 For ships under continuous survey, items not included in the continuous survey cycle are to be inspected according to the provisions given in [4.2].

4.3.8 Upon application by the Owner, the Society may agree, subject to certain conditions, that some items of machinery which are included in the continuous survey cycle are examined by the Chief Engineer where the Society is not represented.

4.3.9 Ships on the continuous survey system are not exempt from other periodical surveys.

4.3.10 A general examination of the ship, as detailed in Ch 3, Sec 1 of Tasneef Rules for the Classification of Naval ships, is to be carried out at the end of the period of class.

4.3.11 The survey in dry dock may be held at any time within the five-year class period, provided all the requirements of Ch 3, Sec 4, [2] of Tasneef Rules for the Classification of Naval Ships, are also complied with.

4.3.12 For laid-up ships, specific requirements given in [8.1] apply.

4.3.13 The continuous survey system may be discontinued at any time at the discretion of the Society, or at the request of the Owner, and a specific arrangement devised.

4.4 Planned maintenance system (PMS-CBM) for machinery

4.4.1 A planned maintenance system may be considered as an alternative to the continuous survey system for machinery and is limited to components and systems covered by it. When such a system approved by the Society is implemented, a survey scheme other than those normally adopted and with intervals different from those of the continuous survey system as detailed in [4.3] may be accepted.

4.4.2 The conditions for approval of the planned maintenance system, the determination of survey item intervals and the general scope of surveys are detailed in Pt F, Ch 12, Sec 1 of the Rules for the Classification of Ships.

4.4.3 When the planned maintenance system is applied, the notation PMS is entered on the Certificate of Classification.

4.4.4 The planned maintenance system does not supersede the annual surveys and other periodical surveys.

4.4.5 A general examination of the machinery, as detailed in Ch 3, Sec 1 of Tasneef Rules for the Classification of Naval Ships for annual surveys, is to be carried out at the end of the period of class.

4.4.6 The planned maintenance system may be discontinued at any time at the discretion of the Society, or at the request of the Owner, and a specific arrangement devised.

5 Other periodical surveys

5.1 General

5.1.1 The different types of periodical surveys are summarised in Tab 1.

5.2 Annual surveys

5.2.1 In the five-year period of class, five annual surveys are to be carried out. The first to fourth annual surveys have a six-month window, i.e. from three months before to three months after each anniversary date, while the fifth annual survey has only a three-month window, i.e. from three months before to the fifth anniversary date.
5.3 Intermediate surveys

5.3.1 An intermediate survey, where applicable, is to be carried out within the window from three months before the second to three months after the third anniversary date.

5.3.2 The intermediate survey is applicable at any period of class to ships which are five years old and over.

5.3.3 The internal examination of ballast spaces and cargo holds or tanks, as applicable, carried out the 2nd or 3rd annual survey are credited towards the intermediate survey.

5.3.4 Concurrent crediting to both intermediate survey and class renewal survey for surveys and thickness measurements of spaces is not acceptable.

5.4 Bottom survey

5.4.1 Bottom survey means the examination of the outside of the ship’s bottom and related items. This examination may be carried out with the ship either in dry dock (or on a slipway) or afloat: in the former case the survey will be referred to as dry-docking survey, while in the latter case as in-water survey.

5.4.2 The Owner is to notify the Society whenever the outside of the ship’s bottom and related items can be examined in dry dock or on a slipway.

5.4.3 There is to be a minimum of two examinations of the outside of the ship’s bottom and related items during each five-year class renewal survey period. One such examination is to be carried out in conjunction with the special survey. In all cases the interval between any two such examinations is not to exceed 36 months. Consideration may be given at the discretion of the Society to any special circumstances justifying an extension of these intervals.

5.4.4 Examinations of the outside of ship’s bottom and related items of ships are normally to be carried out with the ship in drydock. However, consideration may be given to alternate examination while the ship is afloat as an In-water survey, subject to the provisions of Ch 3, Sec 4, [3] of Tasneef Rules for the Classification of Naval Ships.

Special consideration is to be given to ships of 15 years or over before being permitted to have such examinations.

5.4.5 The interval between examinations of the outside of the ship’s bottom and related items for ships operating in fresh water and for certain harbour or non-self-propelled craft may be greater than that given above, as approved by the Society.

5.5 Tailshaft survey

5.5.1 Definition

Tailshaft survey means survey of propeller shafts and tube shafts (hereafter referred to as tailshafts) as well as survey of other propulsion systems.

5.5.2 Tailshaft complete survey

Tailshafts are to be submitted to complete examination at the periodicity specified below and summarised in Fig 1, based on the type of shaft and its design, but with a maximum interval between successive examinations not exceeding the periodicity according to items a), b) and c) below by more than six months. Consideration may be given at the discretion of the Society to any special circumstances justifying an extension of these intervals.

a) Where the tailshaft is fitted with continuous liners, or approved oil sealing glands, or made of corrosion-resistant material, the periodicity of complete surveys is:

- 3 years for single shafting arrangements
- 4 years for multi-shafting arrangements.

b) These periodicities may be increased to 5 years in the following cases:

- where the propeller is fitted keyless to the shaft taper, the shaft is protected from sea water, the design details are approved, and a non-destructive examination of the forward part of the shaft is performed at each survey by an approved crack-detection method
- where the propeller is fitted to a keyed shaft taper the design details of which comply with the applicable requirements in Pt C, Ch 1, Sec 7 of Tasneef Rules for the Classification of Naval Ships, and a non-destructive examination of the forward part of the shaft (from the aft end of the liner, if any), and of about one third of the length of the taper from the large end is performed at each survey by an approved crack-detection method
- where the propeller is fitted to a solid flange coupling at the aft end of the shaft, the shaft and its fittings are not exposed to corrosion, the design details are approved, and a non-destructive examination of the after flange fillet area of the shaft is performed at each survey by an approved crack-detection method

c) In all other cases the periodicity of complete surveys is two years and six months (2,5 years).

5.5.3 Tailshaft modified survey

A modified survey of the tailshaft is an alternate way of examination whose scope is given in Tasneef Rules for the Classification of Naval Ships. It may be accepted at alternate five-yearly surveys for tailshafts described in [5.5.2] provided that:

- they are fitted with oil lubricated bearings and approved oil sealing glands
- the shaft and its fittings are not exposed to corrosion
- the design details are approved
- the clearances of the aft bearing are found to be in order
- the oil and the oil sealing arrangements prove effective
- lubricating oil analyses are carried out regularly at intervals not exceeding six months and oil consumption is recorded at the same intervals.
Figure 1: Periodicity of complete survey of tailshaft

(a): with shaft withdrawn, subject to modified survey at 5 years
(b): with shaft in place, subject to modified survey at 5 years

Note 1:
Shafts protected against corrosion are those:
- made of corrosion resistant material, or
- fitted with continuous liners or systems considered as equivalent, or
- fitted with oil lubricated bearings and oil sealing glands.

Note 2:
Suitable sealing glands are glands which are type approved by the Society with regard to protection of the sterntube against ingress of water.
5.5.4 Tailshaft Monitoring System (MON-SHAFT)
Where, in addition to the conditions stated in [5.5.3] for modified survey, the additional class notation MON-SHAFT or MON-SHAFT-WATER is assigned, the tailshaft need not be withdrawn at both the complete and modified survey provided that all condition monitoring data is found to be within permissible limits and the remaining requirements for the respective surveys are complied with.

5.5.5 Other propulsion systems
Driving components serving the same purpose as the tailshaft in other propulsion systems, such as directional propellers, vertical axis propellers, water jet units, dynamic positioning systems and thruster assisted mooring systems, are to be submitted to periodical surveys at intervals not exceeding five years.

5.6 Boiler survey
5.6.1 For the boiler survey reference is to be made to the Rules for the Classification of Ships.

5.7 Links between anniversary dates and annual surveys, intermediate surveys and class renewal surveys
5.7.1 The link between the anniversary dates, the class renewal survey (when carried out according to the normal system), and the annual and intermediate surveys is given in Fig 2.

6 Occasional surveys
6.1 General
6.1.1 An occasional survey is any survey which is not a periodical survey. The survey may be defined as an occasional survey of hull, machinery, boilers, refrigerating plants, etc., depending on the part of the ship concerned. Where defects are found, the Surveyor may extend the scope of the survey as deemed necessary.

Figure 2 : Links between anniversary date and annual, intermediate and class renewal surveys

<table>
<thead>
<tr>
<th>Start of class period</th>
<th>End of class period</th>
</tr>
</thead>
<tbody>
<tr>
<td>years</td>
<td>0</td>
</tr>
<tr>
<td>Annual survey</td>
<td>~+ 3 m</td>
</tr>
<tr>
<td>Intermediate survey</td>
<td>~+ 9 m</td>
</tr>
<tr>
<td>Class renewal survey</td>
<td>(normal system)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6.1.2 Occasional surveys are carried out at the time of, for example:
- updating of classification documents (e.g. change of the Owner, name of the ship, flag)
- damage or suspected damage
- repair or renewal work
- alterations or conversion
- postponement of surveys or recommendations.

6.2 Damage and repair surveys
6.2.1 All available information regarding the damages to hull, machinery or other equipment, which affect or may affect the class, and the relevant repair works are to be noted in the ship's log and submitted to the attending Surveyor when he boards the ship for use in determining further survey requirements.

Note 1: Whenever a ship is fitted with an helicopter platform which is made in aluminium or other low melting metal construction which is not made equivalent to steel, and a fire occurred on the said platform or in close proximity, the platform is to be subject to a structural survey to determine its suitability for further use.

6.2.2 All repairs to hull, machinery and equipment which may be required in order for a ship to retain its class are to be to the satisfaction of the Surveyor.

During repairs or maintenance work, the Owner is to arrange so that any damage, defects or non-compliance with the rule requirements are reported to the Surveyor when he boards the ship.

6.2.3 Damages and partial or temporary repairs considered acceptable by the Surveyor for a limited period of time are the subject of an appropriate recommendation.

6.2.4 Damages or repairs required by the Surveyor to be re-examined after a certain period of time are the subject of an appropriate recommendation.
6.3 Conversions, alterations and repairs

6.3.1 Conversions, alterations or repairs of/to structures and arrangements affecting the class are to be carried out in accordance with the requirements of the Society and to its satisfaction. Where necessary, documentation is to be submitted to the Society and/or made available to the attending Surveyor.

6.3.2 Materials and equipment used for conversions, alterations or repairs are generally to meet the requirements of the Rules for new ships built under survey, i.e. all materials, machinery, boilers, auxiliary installations, equipment, items etc. which are covered by the class and used or fitted on board are to be new and, where intended for essential services as defined in Ch 1, Sec 1, [1.2.1], tested by the Society. Second hand materials, machinery, appliances and items may be used subject to the specific agreement of the Society and the Owner.

7 Change of ownership

7.1

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

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

• 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.

Note 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.

Note 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.

8 Lay-up and re-commissioning

8.1 General principles

8.1.1 A ship put out of commission may be subject to specific requirements for maintenance of class, as specified below, provided that the Owner notifies the Society of the fact.

If the Owner does not notify the Society of the lay-up of the ship or does not implement the lay-up maintenance program, the ship's class after agreement with the Owner, may be suspended and/or withdrawn when the due surveys are not carried out by their limit dates in accordance with the applicable requirements given in [9].

8.1.2 The lay-up maintenance program provides for a “laying-up survey” to be performed at the beginning of lay-up and subsequent “annual lay-up condition surveys” to be performed in lieu of the normal annual surveys which are no longer required to be carried out as long as the ship remains laid-up. The minimum content of the lay-up maintenance program as well as the scope of these surveys are given in Ch 3, App 1 of Tasneef Rules for the Classification of Naval Ships. The other periodical surveys which become overdue during the lay-up period may be postponed until the re-commissioning of the ship.

8.1.3 Where the ship has an approved lay-up maintenance program and its period of class expires, the period of class is extended until it is re-commissioned, subject to the satisfactory completion of the annual lay-up condition surveys as described in [8.1.2].

8.1.4 The periodical surveys carried out during the lay-up period may be credited, either wholly or in part, at the discretion of the Society, having particular regard to their extent and dates. These surveys will be taken into account for the determination of the extent of surveys required for the re-commissioning of the ship and/or the expiry dates of the next periodical surveys of the same type.

8.1.5 When a ship is re-commissioned, the Owner is to notify the Society and make provisions for the ship to be submitted to the following surveys:

• an occasional survey prior to re-commissioning, the scope of which depends on the duration of the lay-up period

• all periodical surveys which have been postponed in accordance with [8.1.2], taking into account the provisions of [8.1.4].

8.1.6 Where the previous period of class expired before the re-commissioning and was extended as stated in [8.1.3], in addition to the provisions of [8.1.5] a complete class renewal survey is to be carried out prior to re-commissioning. Those items which have been surveyed in compliance with the class renewal survey requirements during the 15 months preceding the re-commissioning may be credited. A new period of class is assigned from the completion of this class renewal survey.

8.1.7 The principles of intervals or limit dates for surveys to be carried out during the lay-up period, as stated in [8.1.1] to [8.1.6], are summarised in Fig 3.

8.1.8 The scope of the laying-up survey and annual lay-up condition surveys are described in detail in Ch 3, App 1 of Tasneef Rules for the Classification of Naval Ships.

9 Suspension and withdrawal of Class

9.1 Discontinuance of class

9.1.1 The class may be discontinued either temporarily or permanently. In the former case it is referred to as "suspension" of class, in the latter case as "withdrawal" of class. In both these cases, the class is invalidated in all respects.
9.1.2 The class may be suspended following the decision of the Society and after agreement with the Owner, when one or more requirements of the present Section 2 are not dealt with.

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.

9.1.3 The Society will withdraw the class of a ship in the following cases:
- at the request of the Owner
- when the causes that have given rise to a suspension currently in effect have not been removed within six months of the date of the notification of the suspension to the Owner. However, the Society may withdraw the class of the ship before the end of the six-month period where it deems it appropriate. A longer suspension may be granted at the Society’s discretion when the ship is not trading as in cases of lay-up, awaiting disposition in the case of a casualty or attendance for reinstatement.
- when the ship is reported as a constructive total loss
- when the ship is lost
- when the ship is reported scrapped.

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

9.1.4 When the withdrawal of class of a ship comes into effect, the Society will forward the Owner written notice and will inform the Naval Authority, if different from the Owner.

9.1.5 The same procedure indicated in the above paragraphs may apply for suspension or withdrawal of service notations (where a ship is assigned with more than one service notation) and additional class notations. 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.

9.1.6 When an agreement for the accreditation of surveys carried out by the Owner is installed in compliance with [1.6], the procedures for suspension or withdrawal will be governed by the mentioned agreement.

Figure 3: Survey scheme of a case of a lay-up going beyond the expiry date of the period of class

Note 1: A. C. S. means annual lay-up condition survey.
Chapter 3

SCOPE OF SURVEYS (all ships)

SECTION 1 GENERAL
1 General

1.1

1.1.1 This Chapter is void as there are no additional or alternative requirements to those indicated in Part A, Chapter 3 of Tasneef Rules for the Classification of Naval Ships which applies.

Ascertainment due with respect of Intact Stability, Damage Stability and Fire Protection are due only if the ship is assigned the relevant Additional Class Notation.
Chapter 4

SCOPE OF SURVEYS IN RESPECT OF THE DIFFERENT SERVICES OF SHIPS

SECTION 1 GENERAL
SECTION 1  GENERAL

1  General

1.1

1.1.1  This Chapter is void as there are no additional or alternative requirements to those indicated in Part A, Chapter 4 of Tasneef Rules for the Classification of Naval Ships which applies.

Ascertainment due with respect of Intact Stability, Damage Stability and Fire Protection are due only if the ship is assigned the relevant Additional Class Notation.
Chapter 5

SCOPE OF SURVEYS RELATED TO ADDITIONAL CLASS NOTATIONS

SECTION 1 GENERAL
SECTION 1  GENERAL

1  General

1.1  In addition to the requirements indicated in Part A, Chapter 5 of Tasneef Rules for the Classification of Naval Ships which applies, the following ascertations are foreseen for the hereinafter listed Additional Class Notations described in Ch 1, Sec 2.

2  Intact Stability (INT-SBL)

2.1  The following is to be checked, as far as appropriate:

- intact stability booklet approved by a QSCS Classification Society or intact stability booklet approved by the Society upon satisfactory result of inclining test
- no modification and changes occurred which may jeopardize the consistency and validity of stability documentation

3  Damage Stability (DAM-SBL)

3.1  The following is to be checked, as far as appropriate:

- damage stability booklet approved by society or by another QSCS Classification Society
- no modification and changes occurred which may jeopardize the consistency and validity of stability documentation.

4  Fire Protection (FPE)

4.1  Annual survey - Machinery items

The following is to be checked, as far as appropriate:

- Emergency fire pump, where fitted: visual examination and test
- Main Fire line with hydrants and hoses
- Quick closing devices
- Emergency stops
- Portable fire extinguishers
- Fire detection and alarm system: visual examination and test
- Fire doors: visual examination and test of manual and remote controlled doors
- Means of escape clearly identified and marked
- Means of escape free from obstruction
- Means of escape properly lighted
- Watertight door fitted along the means of escape.

4.1.2  Class renewal survey - Machinery items

In addition to the ascertainment and test foreseen for annual survey, the following is to be checked in addition to, as far as appropriate:

- Overhauling of fire pumps
- Hydrostatic test of extinguisher with are not kept pressureized
- Hydrostatic test of main fire line
- Hydrostatic test of bottles for fixed firefighting extinguishing medium in accordance with frequency and modality of Navy procedure.