



RULES FOR BUILDING AND CLASSING

STEEL VESSELS UNDER 90 METERS (295 FEET) IN LENGTH 2001

PART 1 CONDITIONS OF CLASSIFICATION

**American Bureau of Shipping
Incorporated by Act of Legislature of
the State of New York 1862**

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PART

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Conditions of Classification

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PART

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CHAPTER 1 Scope and Conditions of Classification

SECTION 1 Classification

1 Process (1 Nov. 2004)

The Classification process consists of:

- a) The development of Rules, Guides, standards and other criteria for the design and construction of marine vessels and structures, for materials, equipment and machinery,
- b) The review of design and survey during and after construction to verify compliance with such Rules, Guides, standards or other criteria,
- c) The assignment and registration of class when such compliance has been verified, and
- d) The issuance of a renewable Classification certificate, with annual endorsements, valid for five years.

The Rules and standards are developed by the **International Association of Classification Societies and by Bureau staff**, and passed upon by committees made up of naval architects, marine engineers, shipbuilders, engine builders, steel makers and by other technical, operating and scientific personnel associated with the worldwide maritime industry. Theoretical research and development, established engineering disciplines, as well as satisfactory service experience are utilized in their development and promulgation. The Bureau and its committees can act only upon such theoretical and practical considerations in developing Rules and standards.

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

For classification, vessels are to comply with both the hull and the machinery requirements of the Rules.

3 Certificates and Reports

3.1

Plan review and surveys during and after construction are conducted by the Bureau to verify to itself and its committees that a vessel, structure, item of material, equipment or machinery is in compliance with the Rules, Guides, standards or other criteria of the Bureau and to the satisfaction of the attending Surveyor. All reports and certificates are issued solely for the use of the Bureau, its committees, its clients and other authorized entities.

3.3

The Bureau will release information from reports and certificates to the Port State to assist in rectification of deficiencies during port state control intervention. Such information includes text of conditions of classification, survey due dates and certificate expiration dates. The Owner will be advised of any request and/or release of information.

3.5

The Bureau will release certain information to the vessel's hull underwriters and P&I clubs for underwriting purposes. Such information includes text of overdue conditions of classification, survey due dates and certificate expiration dates. The Owners will be advised of any request and/or release of information.

In the case of overdue conditions of classification, the Owners will be given the opportunity to verify the accuracy of the information prior to release.

3.7 (2003)

The Bureau may release vessel specific information related to the classification and statutory certification status. This information may be published on the Bureau web site or by other media and may include the vessel's classification, any operating restrictions noted in the Bureau's *Record*, the names, dates and locations of all surveys performed by ABS, the expiration date of all class and statutory certificates issued by ABS, survey due dates, the text of conditions of classification (also known as outstanding recommendations), transfers, suspensions, withdrawals, cancellations and reinstatements of class, and other related information as may be required.

5 Representations as to Classification

Classification is a representation by the Bureau as to the structural and mechanical fitness for a particular use or service in accordance with its Rules and standards. The Rules of the American Bureau of Shipping are not meant as a substitute for the independent judgment of professional designers, naval architects and marine engineers nor as a substitute for the quality control procedures of shipbuilders, engine builders, steel makers, suppliers, manufacturers and sellers of marine vessels, materials, machinery or equipment. The Bureau, being a technical society, can only act through Surveyors or others who are believed by it to be skilled and competent.

The Bureau represents solely to the vessel Owner or client of the Bureau that when assigning class, it will use due diligence in the development of Rules, Guides and standards, and in using normally applied testing standards, procedures and techniques as called for by the Rules, Guides, standards or other criteria of the Bureau for the purpose of assigning and maintaining class. The Bureau further represents to the vessel Owner or other client of the Bureau that its certificates and reports evidence compliance only with one or more of the Rules, Guides, standards or other criteria of the Bureau in accordance with the terms of such certificate or report. Under no circumstances whatsoever are these representations to be deemed to relate to any third party.

The user of this document is responsible for ensuring compliance with all applicable laws, regulations and other governmental directives and orders related to a vessel, its machinery and equipment, or their operation. Nothing contained in any Rule, Guide, standard, certificate or report issued by the Bureau shall be deemed to relieve any other entity of its duty or responsibility to comply with all applicable laws, including those related to the environment.

7 Scope of Classification (1 Nov. 2004)

Nothing contained in any certificate or report is to be deemed to relieve any designer, builder, Owner, manufacturer, seller, supplier repairer, operator, insurer or other entity or person of any duty to inspect or any other duty or warranty express or implied. Any certificate or report evidences only that at the time of survey the vessel, structure, item of material, equipment or machinery or any other item covered by a certificate or report complied with one or more of the Rules, Guides, standards or other criteria of American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. Nothing contained in any certificate, report, plan or document review or approval is to be deemed to be in any way a representation or statement beyond those contained in 1-1-1/5. The Bureau is not an insurer or guarantor of the integrity or safety of a vessel or of any of its equipment or machinery. The validity, applicability and interpretation of any certificate, report, plan or document review or approval are governed by the Rules and standards of the American Bureau of Shipping who shall remain the sole judge thereof. The Bureau is not responsible for the consequences arising from the use by other parties of the Rules, Guides, standards or other criteria of the American Bureau of Shipping, without review, plan approval and survey by the Bureau.

The term “approved” shall be interpreted to mean that the plans, reports or documents have been reviewed for compliance with one or more of the Rules, Guides, standards or other criteria acceptable to the Bureau.

The Rules are published in the understanding that responsibility for stability and trim, for reasonable handling and loading, as well as for avoidance of distributions of weight which are likely to set up abnormally severe stresses in vessels does not rest upon the Committee.

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PART

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CHAPTER **1 Scope and Conditions of Classification**

SECTION **2 Suspension and Cancellation of Classification (1998)**

1 General (1 Nov. 2004)

The continuance of the Classification of any vessel is conditional upon the Rule requirements for periodical, damage and other surveys being duly carried out. The Committee reserves the right to reconsider, withhold, suspend or cancel the class of any vessel or any part of the machinery for noncompliance with the Rules, **for defects or damages which are not reported to ABS**, for defects reported by the Surveyors which have not been rectified in accordance with their recommendations, or for nonpayment of fees which are due on account of Classification, Statutory or Cargo Gear Surveys. Suspension or cancellation of class may take effect immediately or after a specified period of time.

3 Notice of Surveys

It is the responsibility of the Owner to ensure that all surveys necessary for the maintenance of class are carried out at the proper time. The Bureau will notify an Owner of upcoming surveys and outstanding recommendations. This may be done by means of a letter, a quarterly vessel status or other communication. The non-receipt of such notice, however, does not absolve the Owner from the Owner's responsibility to comply with survey requirements for maintenance of class.

5 Special Notations

If the survey requirements related to maintenance of special notations are not carried out as required, the suspension or cancellation may be limited to those special notations only.

7 Suspension of Class

7.1 (1 July 2005)

Suspension of classification is a withdrawal of all representations by the Bureau as to a vessel or structure.

7.3

Class will be suspended and the Certificate of Classification will become invalid from the date of any use, operation, loading condition or other application of any vessel for which it has not been approved and which affects or may affect classification or the structural integrity, quality or fitness for a particular use or service.

7.5

Class will be suspended and the Certificate of Classification will become invalid in any of the following circumstances:

- i) If recommendations issued by the Surveyor are not carried out by their due dates and no extension has been granted,
- ii) If Continuous Survey items which are due or overdue at the time of Annual Survey are not completed and no extension has been granted,
- iii) If the periodical surveys required for maintenance of class, other than Annual, Intermediate or Special Periodical Surveys, are not carried out by the due date and no Rule allowed extension has been granted, or
- iv) If any damage, failure, deterioration or repair has not been completed as recommended.

7.7

Classification may be suspended, in which case the Certificate of Classification will become invalid, upon failure to submit any damage, failure, deterioration or repairs for examination upon the first opportunity or, if proposed repairs, as referred to in 7-1-1/7 of the *ABS Rules for Survey After Construction – Part 7*, have not been submitted to the Bureau and agreed upon prior to commencement, as referred to in 7-1-1/7.

7.9

Class is automatically suspended and the Certificate of Classification is invalid in any of the following circumstances:

- i) *(1 July 2005)* If the Annual Survey is not completed by the date which is three (3) months after the due date, unless the vessel is under attendance for completion of the Annual Survey, or
- ii) *(1 July 2005)* If the Intermediate Survey is not completed by the date which is three (3) months after the due date of the third Annual Survey of the five (5) year periodic survey cycle, unless the vessel is under attendance for completion of the Intermediate Survey, or
- iii) if the Special Periodical Survey is not completed by the due date, unless the vessel is under attendance for completion prior to resuming trading.

(1 July 2005) Under “exceptional circumstances” (limited to such cases as unavailability of drydocking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions), consideration may be given for an extension of the Special Periodical Survey not exceeding three (3) months, provided the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out:

- Annual Survey; and
- Re-examination of recommendations; and
- Progression of the Special Periodical Survey as far as practicable; and

- In the case where drydocking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of Drydocking Survey not exceeding 36 months interval provided the vessel is without outstanding recommendation regarding underwater parts.

(1 July 2005) If the vessel is at sea on the Special Periodical Survey due date, consideration may be given for an extension of the Special Periodical Survey provided there is documented agreement to an extension prior to the due date, positive arrangements have been made for a Surveyor to attend the vessel at the first port of call, and the Bureau is satisfied there is technical justification for an extension; such an extension shall be granted only until arrival at the first port of call after the due date. However, if owing to “exceptional circumstances” the Special Periodical Survey cannot be completed at the first port of call, the Rule above for an extension of the Special Periodical Survey may be followed, but the total period of extension shall in no case be longer than three (3) months after the original due date of the Special Periodical Survey.

7.11 *(1 July 2005)*

When a vessel is intended for a demolition voyage with any periodical survey overdue, the vessel’s class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the lay up or final discharge port to the demolition yard. In such cases a short term Class Certificate with conditions for the voyage noted may be issued provided the attending Surveyor finds the vessel in satisfactory condition to proceed for the intended voyage.

7.13 *(1 July 2005)*

If due to circumstances reasonably beyond the Owner’s or the Bureau’s control (limited to such cases as damage to the vessel, unforeseen inability of the Bureau to attend the vessel due to the governmental restrictions on right of access or movement of personnel, unforeseeable delays in port or inability to discharge cargo due to unusually lengthy periods of severe weather, strikes, civil strife, acts of war or other cases of force majeure) the ship is not in a port where the overdue surveys can be completed at the expiry of the periods allowed above, the Bureau may allow the vessel to sail, in class, directly to an agreed discharge port and, if necessary, hence, in ballast, to an agreed port at which the survey will be completed, **provided that the Bureau:**

- i)* Examines the vessel’s records; and
- ii)* Carries out the due and/or overdue surveys and examination of recommendations at the first port of call when there is an unforeseen inability of the Bureau to attend the vessel in the present port, and
- iii)* Has satisfied itself that the vessel is in a condition to sail for one trip to a discharge port and subsequent ballast voyage to a repair facility if necessary. (Where there is unforeseen inability of the Bureau to attend the vessel in the present port, the master is to confirm that his ship is in condition to sail to the nearest port of call.)

If class has already been automatically suspended in such cases, it may be reinstated subject to the conditions presented in this paragraph.

9 Lifting of Suspension

9.1 (1 July 2005)

Class will be reinstated after suspension for overdue surveys upon satisfactory completion of the overdue surveys. Such surveys will be credited as of the original due date. **However, the vessel is disclassified from the date of suspension until the date class is reinstated.**

9.3 (1 July 2005)

Class will be reinstated after suspension for overdue recommendations upon satisfactory completion of the overdue recommendation. **However, the vessel is disclassified from the date of suspension until the date class is reinstated.**

9.5

Class will be reinstated after suspension for overdue Continuous Survey items upon satisfactory completion of the overdue items.

11 Cancellation of Class

11.1

If the circumstances leading to suspension of class are not corrected within the time specified, the vessel's class will be canceled.

11.3

A vessel's class is canceled immediately when a vessel proceeds to sea without having completed recommendations which were required to be dealt with before leaving port.

11.5

When class has been suspended for a period of three (3) months due to overdue Annual, Intermediate, Special Periodical or other surveys required for maintenance of class; overdue Continuous Survey items; or overdue outstanding recommendations, class will be canceled. A longer suspension period may be granted for vessels which are either laid up, awaiting disposition of a casualty or under attendance for reinstatement.

13 Alternative Procedures for Certain Types of Vessels

Alternatives to subparagraph 1-1-2/7.7 procedures for automatic suspension of class and subparagraph 1-1-2/11.5 procedures for cancellation of class may be applied to military vessels; commercial vessels owned or chartered by governments which are utilized in support of military operations or service; or laid-up vessels.

PART

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CHAPTER 1 **Scope and Conditions of Classification**

SECTION 3 **Classification Symbols and Notations**

Note: A listing of Classification Symbols and Notations available to the Owners of vessels, offshore drilling and production units and other marine structures and systems is provided in Appendix 1-1-A1.

1 **Unrestricted Service**

Vessels which have been built to the satisfaction of the Surveyors to the Bureau to the full requirements of the Rules, or to their equivalent, where approved by the Committee for unrestricted ocean service at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols **✕ A1**, indicating compliance with the hull requirements of the Rules and for self-propelled vessels **✕ AMS** indicating compliance with the machinery requirements of the Rules.

3 **Special Rules**

Vessels which have been built to the satisfaction of the Surveyors to the Bureau to the requirements as contained in the Rules for special types of vessels and which are approved by the Committee for unrestricted ocean service at the assigned freeboards will be classed and distinguished in the *Record* by the symbols **✕ A1**, followed by the appropriate notation, such as **Oil Carrier, Ore Carrier, Bulk Carrier, Passenger Vessel, Vehicle Carrier, Container Carrier, Towing Vessel, Refrigerated Cargo Carrier**.

5 **Special Purpose Vessels**

Vessels of special design, intended primarily for ferry service, for dredging, etc., which have been built to the satisfaction of the Surveyors to the Bureau to arrangements and scantlings approved for the particular purpose, where approved by the Committee for unrestricted ocean service at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols **✕ A1**, followed by a designation of the trade for which special modifications to the Rules have been approved.

7 Geographical Limitations

Vessels which have been built to the satisfaction of the Surveyors to the Bureau to special modified requirements for a restricted service, where approved by the Committee for that particular service, will be classed and distinguished in the *Record* by the symbols and notations described in 1-1-3/1, 1-1-3/3, and 1-1-3/5 above, but the symbols and notations will either be followed by or have included in them the appropriate restricted service, e.g., **Gulf of Mexico** etc. (See Appendix 5-A1)

9 Vessels not Built Under Survey

Vessels not built under survey to this Bureau, but which are submitted for classification, will be subjected to a special classification survey. Where found satisfactory and thereafter approved by the Committee, they will be classed and distinguished in the *Record* by the symbols and special notations as described in 1-1-3/1 to 1-1-3/7 above, but the mark **⊠** signifying the survey during construction will be omitted.

11 Equipment Symbol

The symbol **ⓔ** placed after the symbols of classification, thus; **⊠ A1 ⓔ**, will signify that the equipment of anchors and cables of the vessel is in compliance with the requirements of the Rules and any additional optional requirement that may apply, or with the requirements corresponding to the service limitation noted in the vessel's classification, which have been specially approved for the limited service.

13 **⊠** AMS Notation

Machinery and boilers which have been constructed and installed to the satisfaction of the Surveyors to the Bureau to the full requirements of the Rules, when found satisfactory after trial and approved by the Committee, will be classed and distinguished in the *Record* by the notation **⊠ AMS**.

15 **AMS** Notation

Machinery and boilers which have not been constructed and installed under survey to this Bureau, but which are submitted for classification, will be subjected to a special classification survey. Where found satisfactory and thereafter approved by the Committee, they will be classed and distinguished in the *Record* by the notation **AMS**. The mark **⊠** signifying survey during construction will be omitted.

17 Centralized or Automatic Control Systems

Where, in addition to the individual unit controls, it is proposed to provide remote, centralized or automatic control systems for propulsion units, essential auxiliaries or for cargo handling, relevant data is to be submitted to permit the assessment of the effect of such systems on the safety of the ship. All controls necessary for the safe operation of the vessels are to be provided to the Surveyor's satisfaction. The automatic and remote-control systems are to be in accordance with the applicable requirements of Part 4, Chapter 7.

19 Dynamic Loading Approach

Vessels which have been built to plans reviewed in accordance with an acceptable procedure and criteria for calculating and evaluating the behavior of hull structures under dynamic loading conditions, in addition to full compliance with other requirements of the Rules, will be classed and distinguished in the *Record* by the symbols **SH-DLA** placed after the appropriate hull classification notation. See also 3-1-2/5.5 of the *Rules for Building and Classing Steel Vessels*. The application of the dynamic loading approach will be optional.

21 Ice Classes

Vessels to be distinguished in the *Record* by the notation **Ice Class** are to meet the requirements in Part 6, Chapter 1 of the *Rules for Building and Classing Steel Vessels*, applicable to the designated ice class.

23 Vessels Intended to Carry Refrigerated Cargoes

Vessels intended to carry refrigerated cargoes are to meet the requirements in Part 6, Chapter 2 of the *Rules for Building and Classing Steel Vessels*, applicable to the refrigeration systems onboard the vessel.

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PART

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CHAPTER **1** **Scope and Conditions of Classification**

SECTION **4** **Rules for Classification**

1 **Application of Rules**

1.1 **General**

These Rules are applicable to self-propelled steel vessels under 90 m (295 feet) in length intended for unrestricted ocean service, except where specifically mentioned otherwise. Oil Carriers, Chemical Carriers, Gas Carriers, Ore Carriers, Bulk Carriers, Towing Service Vessels, Fire Fighting Vessels, Offshore Support Vessels, Oil Recovery Vessels, and Safety Standby Service Vessels etc., are to be in accordance with the requirements of Part 5 of these Rules or the *Rules for Building and Classing Steel Vessels*, as applicable.

Where reference is made herein to the *Rules for Building and Classing Steel Vessels*, the latest edition of those Rules is intended.

These requirements are applicable to those features that are permanent in nature and can be verified by plan review, calculation, physical survey or other appropriate means. Any statement in the Rules regarding other features is to be considered as guidance to the designer, builder, Owner, et al.

1.3 **Application (2005)**

The application of the Rules is, in general, based on the contract date for construction between the shipbuilder and the prospective owner. (e.g., Rules which became effective on 1 July 2004 are not applicable to a vessel for which the contract for construction was signed on 30 June 2004.) See also 1-1-4/3.

3 **Effective Date of Rule Change**

3.1 **Effective Date**

Changes to the Rules are to become effective on the date specified by the Bureau. In general, the effective date is not less than six months from the date on which The Technical Committee approves them. However, the Bureau may bring into force individual changes before that date if necessary or appropriate. The effective date of changes to the Rules can be found in the Introduction to the ABS publication, "Notices and General Information", that is published with the *Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*.

3.3 Implementation of Rule Changes

3.3.1 General (2005)

In general, until the effective date, plan approval for designs will follow prior practice unless review under the latest Rules is specifically requested by the party signatory to the application for classification.

3.3.2 Date of Contract for Construction (2005)

The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. The date is required to be indicated on the form, “Application of Request for Classification”.

3.3.3 Sister Vessels and Optional Vessels (2005)

The date of “contract for construction”, as defined in 1-1-4/3.3.2, of a series of sister vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. The “sister vessels” are vessels built to the same approved plans for classification purposes, however, sister vessels may have minor design alterations provided such alterations do not affect matters related to classification. The “optional vessels” will be considered part of the same series of sister vessels if the option is exercised not later than one year after the contract to build the series was signed.

3.3.4 Additional Optional Vessels (2005)

If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which 1-1-4/3.3.2 and 1-1-4/3.3.3 above apply.

5 Novel Features

Vessels which contain novel features of design in respect of the hull, machinery or equipment to which the provisions of these Rules are not directly applicable may be classed, when approved by the Committee, on the basis that these Rules, insofar as applicable, have been complied with and that special consideration has been given to the novel features based on the best information available at the time.

7 Alternatives

7.1 General

The Committee is at all times ready to consider alternative arrangements and scantlings which can be shown, through either satisfactory service experience or a systematic analysis based on sound engineering principles, to meet the overall safety and strength standards of the Rules.

7.3 National Standards

The Committee will consider special arrangements or details of hull, equipment or machinery which can be shown to comply with standards recognized in the country in which the vessel is registered or built, provided they are not less effective.

7.5 Other Rules

The Committee will consider hull, equipment or machinery built to the satisfaction of the Surveyors of the Bureau in accordance with the plans that have been approved to the Rules of another recognized classification society with verification of compliance by the Bureau. A notation will be entered in the *Record* indicating that classification has incorporated the provisions of this subparagraph. Submission of plans is to be in accordance with [Section 1-1-7](#).

7.7 ABS Type Approval Program (2003)

7.7.1 Type Approval

Products that can be consistently manufactured to the same design and specification may be Type Approved under the ABS Type Approval Program. The ABS Type Approval Program is a voluntary option for the demonstration of compliance of a product with the Rules or other recognized standards. It may be applied at the request of the designer or manufacturer. The ABS Type Approval Program generally covers Product Type Approval (1-1-4/7.7.3), but is also applicable for a more expeditious procedure towards Unit-Certification, as specified in 1-1-4/7.7.2.

7.7.2 Unit-Certification

Unit-Certification is a review of individual materials, components, products and systems for compliance with ABS Rules, Guides or other recognized standards. This allows these items to be placed on a vessel, marine structure or system to become eligible for classification. Certification is a “one-time” review. The process is:

- i) A technical evaluation of drawings or prototype tests of a material, component, product or system for compliance with the ABS Rules, Guides or other recognized standards,
- ii) A survey during manufacture for compliance with the ABS Rules, Guides or other recognized standards and results of the technical evaluation,
- iii) Alternatively, a certificate of type approval (see below) will expedite the requirements of i) and ii) above,
- iv) Products found in compliance are issued “Individual Unit Certification”,
- v) There is no requirement for subsequent reviews or surveys.

7.7.3 Product Type Approval

Product Type Approval is a voluntary program used to prove eligibility for certification by demonstrating a product manufacturer’s conformance to a specific standard or specification. Manufacturers who can demonstrate the ability to produce consistent products in compliance with these standards are issued “Certificates of Type Approval” (see 1-1-A3/5.3.4 of the *Rules for Building and Classing Steel Vessels*). The Certificate of Type Approval is neither an alternative to nor an equivalent of an Individual Unit Certificate. In order to remain valid, the Certificate of Type Approval requires routine audits of the manufacturer and continued compliance of the product with existing or new specifications.

7.7.4 Approval on Behalf of Administrations

ABS has also been authorized and/or notified to type approve certain equipment on behalf of Administrations. The list of authorizations and notifications are maintained at each ABS Technical Office.

7.7.5 Applicable uses of Type Approved Products

- i) When a product is at a stage suitable for testing and/or for use in a classed vessel, and unit certification is required, the manufacturer is to present the product to an attending Surveyor for witnessing of all required Rule testing. Unless specified in the Design Assessment, technical evaluation would not normally be required.
- ii) When a product is at a stage suitable for use in a classed vessel, and unit certification is not required, the product may be installed, to the satisfaction of the attending Surveyor, without the need for technical evaluation.

7.7.6 Definitions

Audit. A systematic and independent examination to determine whether quality activities and related results comply with planned arrangements and whether these arrangements are implemented effectively and are suitable to achieve the stated objectives.

General Audit. An audit that addresses the general operation of a site, and addresses applicable sections of the Quality and Environmental System Manual, quality and environmental system procedures, operating procedures and process instructions.

Surveillance Audit. An audit that addresses specific areas within the operation at a site, and addresses selected sections of the Quality and Environmental System Manual, quality and environmental system procedures, operating procedures and process instructions.

Audit Checklist. A listing of specific items within a given area that are to be audited.

Audit Report/Checklist. A combination of audit report and associated checklist.

Component. Parts/members of a product or system formed from material.

Finding. A statement of fact supported by objective evidence, about a process whose performance characteristics meet the definition of non-conformance or observation.

Material. Goods used that will require further forming or manufacturing before becoming a new component or product.

Non-conformance. Non-fulfillment of a specified requirement.

Observation. A detected weakness that, if not corrected, may result in the degradation of product or service quality or potential negative impact on the environment.

Product. Result of the manufacturing process.

Production Testing. This is the destructive and nondestructive testing of the materials and components used in the manufacture of a product and its final testing that is recorded in Unit Certification. The waiving of witnessed testing during production testing may only be allowed as defined in 1-1-A3/3 "Limitations" and 1-1-A3/5.5 "Product Quality Assessment Certification" of the *Rules for Building and Classing Steel Vessels*.

Prototype Testing. (also known as "Type Testing") This is the destructive and nondestructive testing of the materials and components presented for evaluation of the product. If a Surveyor's witness is required, this may not be waived under any section of this Guide, unless it is done by a recognized third party.

Recognized Third Party. Is a member of the International Association of Classification Societies, a Flag Administration, a Nationally Certified testing Laboratories and others who may be presented to the Bureau for special consideration.

7.7.7 The Terms and Conditions for use of ABS Type Approved Product Logo

When a product is eligible for a Certificate of Type Approval (1-1-A3/5.3.4 of the *Rules for Building and Classing Steel Vessels*), the Type Approved Product Logo may also be used with the understanding that it is copyrighted and its use must be controlled as follows:

- i) Any advertisement or other use of the logo is to be presented to the Manager of ABS Programs for review prior to use
- ii) The logo may only be used on correspondence, advertising and promotional material and must not be used except in connection with those goods or services described in the scope and conditions of the Product Design Assessment Certificate.
- iii) The logo may be used only on those materials (i.e., Internet site, letterhead, marketing literature, advertising, invoice stock forms, packaging, etc.) relating to the particular facility and process/product lines included within the Product Type Approval Certificate.
- iv) The logo may not, under any circumstances, be used directly on or closely associated with products in such a way as to imply that the products themselves are “Unit – certified” by ABS.
- v) If used with other logos, ABS may ask that the manufacturer discontinue any use of other logos that are unacceptable to ABS and any form of statement that, in the opinion of ABS, might be misleading.
- vi) Upon the termination of certification, for whatever reason, the manufacturer must undertake to immediately discontinue all use of the logo and to destroy all stocks of material on which they appear.
- vii) When advertising the product as ABS Type Approved, the manufacturer’s name, if different from the parent company, is to be used in conjunction with this logo. Any use should be specific to the process/product line covered and not represented as a blanket approval of the company.
- viii) The logo may be scaled uniformly to any size necessary. The color of the logo shall be either black or blue (reflex blue or PMS 294 blue).
- ix) A camera-ready sheet of these logos is available in .pdf format by e-mail from type_approval@eagle.org.

See the ABS Type Approved Product Logo as follows:



See the *ABS Type Approval Program* in Appendix 1-1-A3 of the *Rules for Building and Classing Steel Vessels*. The *ABS Type Approval Program* and the indicated references are available for download from the ABS website at <http://www.eagle.org/rules/downloads.html>.

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CHAPTER **1 Scope and Conditions of Classification**

SECTION **5 Other Regulations**

1 General

While the Rules cover the requirements for the classification of new vessels, the attention of Owners, designers and builders is directed to the regulations of international, governmental canal, and other authorities dealing with those requirements in addition to or over and above the classification requirements.

3 International Conventions or Codes

Where authorized by the Administration of a country signatory thereto and upon request of the Owners of a classed vessel or one intended to be classed, the Bureau will survey a new or existing vessel of the applicable size for compliance with the provisions of International Conventions or Codes including the following, and certify thereto in the manner prescribed in the Convention or Code.

International Convention on Load Lines, 1966.

International Convention for the Safety of Life at Sea, 1974, as amended.

International Convention on Tonnage Measurement of Ships, 1969.

International Convention for the Prevention of Pollution from Ships, 1973/78, as amended.

International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.

International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk.

5 Governmental Regulations (1 Nov. 2004)

Where authorized by a government agency and upon request of the Owners of a classed vessel or one intended to be classed, the Bureau will survey and certify a new or existing vessel for compliance with particular regulations of that government on their behalf.

All work performed on behalf of governments shall be governed by the terms and conditions of these Rules unless the government specifies otherwise.

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SECTION **6 IACS Audit (1995)**

The International Association of Classification Societies (IACS) conducts audits of processes followed by all of its member societies to assess the degree of compliance with the IACS Quality System Certification Scheme requirements. For this purpose, auditors from IACS may accompany ABS personnel at any stage of the classification or statutory work which may necessitate the auditors having access to the vessel or access to the premises of the manufacturer or shipbuilder.

In such instances, prior authorization for the auditor's access will be sought by the local ABS office.

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SECTION **7 Submission of Plans**

Hull and machinery plans, as required below, are to be submitted to the Bureau for review and approval. Plans from designers and shipbuilders should generally be submitted in triplicate, one copy to be returned to those making the submission, one copy for the use of the Surveyor where the vessel is being built, and one copy to be retained in the Technical office for record. Manufacturers' plans are to be submitted in quadruplicate where construction is to be carried out at a plant other than that of the shipbuilder. However, additional copies may be required when the required attendance of the Surveyor is anticipated at more than one location. All plan submissions originating from manufacturers are understood to be made with the cognizance of the shipbuilder. A fee may be charged for the review of plans for which there is no contract of classification.

1 Hull Plans

Plans showing the arrangements, scantlings, details of principal parts of the hull structure and welding details of each vessel to be built under survey are to be submitted and approved before construction is commenced. These plans are to include such particulars as the design draft and design speed. Where provision is to be made for any special type of cargo or for any exceptional conditions of loading, particulars of the weights and of their distribution are also to be given. In general, the following plans are to be submitted for review or reference.

- Anchor handling arrangements
- Bottom construction, floors, girders, etc.
- Bow framing
- Capacity plan
- Damage Control plan
- Deck plans
- Framing plan
- General Arrangement
- Hatches and hatch-closing arrangements
- Inner bottom plating
- Lines and body plan
- Machinery casings, engine and main auxiliary foundations

Midship section
Miscellaneous non-tight bulkheads which are used as structural supports
Pillars and girders
Scantling profile and decks
Shaft struts
Shaft tunnels
Shell expansion
Stem
Stern frame and rudder
Stern framing
Superstructure and deckhouses, and their closing arrangements
Ventilation systems on weather decks
Vessel Specifications
Watertight and deep-tank bulkheads
Welding Schedule

3 Machinery Plans and Data

Plans and data required to be submitted to the Bureau for review and approval are listed in 4-1-1/7.

5 Additional Plans

Where certification under 1-1-5/3 or 1-1-5/5 is requested, submission of additional plans and calculations may be required.

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SECTION **8 Conditions for Surveys After Construction**

1 Damage, Failure and Repair (1 Jan. '96)

1.1 Examination and Repair

Damage, failure, deterioration or repair to hull, machinery or equipment, which affects or may affect classification, is to be submitted by the Owners or their representatives for examination by a Surveyor at first opportunity. All repairs found necessary by the Surveyor are to be carried out to the Surveyor's satisfaction.

1.3 Repairs

Where repairs to hull, machinery or equipment, which affect or may affect classification, are planned in advance to be carried out, a complete repair procedure including the extent of proposed repair and the need for Surveyor's attendance is to be submitted to and agreed upon by the Bureau reasonably in advance. Failure to notify the Bureau in advance of the repairs may result in suspension of the vessel's classification until such time as the repair is redone or evidence submitted to satisfy the Surveyor that the repair was properly carried out.

Note: The above applies also to repairs during voyage.

The above is not intended to include maintenance and overhaul to hull, machinery and equipment in accordance with the recommended manufacturer's procedures and established marine practice and which does not require Bureau approval; however, any repair as a result of such maintenance and overhauls which affects or may affect classification is to be noted in the ship's log and submitted to the Surveyor, as required by 1-1-8/1.1.

1.5 Representation

Nothing contained in this section or in a rule or regulation of any government or other administration, or the issuance of any report or certificate pursuant to this section or such a rule or regulation, is to be deemed to enlarge upon the representations expressed in 1-1-1/1 through 1-1-1/7 hereof and the issuance and use of any such reports or certificates are to be governed in all respects by 1-1-1/1 through 1-1-1/7 hereof.

3 Notification and Availability for Survey (1 Nov. 2004)

The Surveyors are to have access to classed vessels at all reasonable times. For the purpose of Surveyor Monitoring, monitoring Surveyors shall also have access to classed vessels at all reasonable times. Such access may include attendance at the same time as the assigned Surveyor or during a subsequent visit without the assigned Surveyor. Auditors from the International Association of Classification Societies (IACS) or flag administration shall also be granted access when requested by ABS and accompanied by ABS personnel. The Owners or their representatives are to notify the Surveyors on all occasions when a vessel can be examined in dry dock or on a slipway.

The Surveyors are to undertake, with adequate notification, all surveys on classed vessels upon request of the Owners or their representatives and are to report thereon to the Committee. Should the Surveyors find occasion during any survey to recommend repairs or further examination, notification is to be given immediately to the Owners or their representatives in order that appropriate action may be taken. The Surveyors are to avail themselves of every convenient opportunity for carrying out periodical surveys in conjunction with surveys of damages and repairs in order to avoid duplication of work.

The Owners or their representatives are responsible for establishing and maintaining safe working conditions in accordance with applicable safety standards and for providing Surveyors with safe access to sites and assistance during construction, repairs, testing and trials. Surveyors shall comply with Owner's safety procedures to the extent such procedures are communicated to them. If the Surveyors feel the proposed working conditions are unsafe, they may refuse to attend the work site.

5 Attendance at Port State Request (1 Jan. '96)

It is recognized that Port State authorities legally may have access to a vessel. In cooperation with Port States, ABS Surveyors will attend onboard a classed vessel when so requested by a Port State, and upon concurrence by the vessel's master will carry out a survey in order to facilitate the rectification of reported deficiencies or other discrepancies that affect or may affect classification. ABS Surveyors will also cooperate with Port States by providing inspectors with background information, if requested. Such information includes text of conditions of class, survey due dates and certificate expiration dates.

Where appropriate, the vessel's flag state will be notified of such attendance and survey.

7 Safety Management System (2003)

It is recognized that a Safety Management System is a positive mechanism for managing maintenance of compliance with classification requirements on vessels subject to compliance with the International Safety Management (ISM) Code, as defined in SOLAS IX/1.1. If during any survey the attending ABS Surveyor finds evidence that the required safety management system is not in operation or functioning as required by the Code, this will be communicated to the relevant flag administration or the organization which issued the safety management certificate on behalf of the flag administration for their consideration and action.

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SECTION **9 Fees**

Fees in accordance with normal ABS practice will be charged for all services rendered by the Bureau. Expenses incurred by the Bureau in connections with these services will be charged in addition to the fees. Fees and expenses will be billed to the party requesting that particular service.

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SECTION **10 Disagreement**

1 Rules

Any disagreement regarding either the proper interpretation of the Rules or translation of these Rules from the English language edition is to be referred to the Bureau for resolution.

3 Surveyors

In case of disagreement between the Owners or builders and the Surveyors regarding the material, workmanship, extent of repairs or application of the Rules relating to any vessel classed or proposed to be classed by this Bureau, an appeal may be made in writing to the Committee, who will order a special survey to be held. Should the opinion of the Surveyor be confirmed, the expense of this special survey is to be paid by the party appealing.

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SECTION **11 Limitation of Liability** *(1 Nov. 2004)*

The combined liability of American Bureau of Shipping, its committees, officers, employees, agents or subcontractors for any loss, claim or damage arising from its negligent performance or nonperformance of any of its services or from breach of any implied or express warranty of workmanlike performance in connection with those services, or from any other reason, to any person, corporation, partnership, business entity, sovereign, country or nation, will be limited to the greater of a) \$100,000 or b) an amount equal to ten times the sum actually paid for the services alleged to be deficient.

The limitation of liability may be increased up to an amount twenty-five times that sum paid for services upon receipt of Client's written request at or before the time of performance of services and upon payment by Client of an additional fee of \$10.00 for every \$1,000.00 increase in the limitation.

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

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SECTION **12 Hold Harmless (1 Nov. 2004)**

The party requesting services hereunder, or his assignee or successor in interest, agrees to release the Bureau and to indemnify and hold harmless the Bureau from and against any and all claims, demands, lawsuits or actions for damages, including legal fees, to persons and/or property, tangible, intangible or otherwise which may be brought against the Bureau incidental to, arising out of or in connection with this Agreement, the work to be done, services to be performed or material to be furnished hereunder, except for those claims caused solely and completely by the negligence of the Bureau, its agents, employees, officers, directors or subcontractors. The parties agree that for the purposes of the Convention on Limitation of Liability for Maritime Claims, 1976, ABS is a person for whose acts the shipowner is responsible.

Any other individual, corporation, partnership or other entity who is a party hereto or who in any way participates in, is engaged in connection with or is a beneficiary of, any portion of the services described herein shall also release the Bureau and shall indemnify and hold the Bureau harmless from and against all claims, demands, lawsuits or actions for damages, including legal fees, to persons and/or property, tangible, intangible or otherwise, which may be brought against the Bureau by any person or entity as a result of the services performed pursuant to this Agreement, except for those claims caused solely and completely by the negligence of the Bureau, its agents, employees, officers, directors or subcontractors.

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SECTION **13 Time Bar to Legal Action (1 Nov. 2004)**

Any statutes of limitation notwithstanding, Owner's right to bring or to assert against the Bureau any and all claims, demands or proceedings whether in arbitration or otherwise shall be waived unless (a) notice is received by the Bureau within ninety (90) days after Owner had notice of or should reasonably have been expected to have had notice of the basis for such claims; and (b) arbitration or legal proceedings, if any, based on such claims or demands of whatever nature are commenced within one (1) year of the date of such notice to the Bureau.

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SECTION **14 Arbitration (1 Nov. 2004)**

Any and all differences and disputes of whatsoever nature arising out of services under these Rules shall be put to arbitration in the City of New York pursuant to the laws relating to arbitration there in force, before a board of three persons, consisting of one arbitrator to be appointed by the Bureau, one by the Client, and one by the two so chosen. The decision of any two of the three on any point or points shall be final. Until such time as the arbitrators finally close the hearings either party shall have the right by written notice served on the arbitrators and on an officer of the other party to specify further disputes or differences under these Rules for hearing and determination. The arbitration is to be conducted in accordance with the rules of the Society of Maritime Arbitrators, Inc. in the English language. The governing law shall be the law of the State of New York, U.S.A. The arbitrators may grant any relief other than punitive damages which they, or a majority of them, deem within the scope of the agreement of the parties, including, but not limited to, specific performance. Awards made in pursuance to this clause may include costs including a reasonable allowance for attorney's fees and judgment may be entered upon any award made hereunder in any court having jurisdiction.

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APPENDIX **1 Classification Symbols and
Notations**

The listing of Classification Symbols and Notations previously contained in this Appendix may be viewed and downloaded from the ABS website “www.eagle.org/rules/downloads.html”.

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