

PARTE I CLASS MANAGEMENT

TITLE 01 CLASS - ASSIGNMENT

SECTION 1 CLASS - FACTS

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CHAPTER A RBNA ACTIVITIES

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- A2. RBNA ROLE IN SERVICES CLASSIFICATION WIT
- A3. IACS AUDITS
- A4. FAILURE INCIDENT REPORTING AND EARLY WARNING OF SERIOUS FAILURE INCIDENTS (EWS)

A1. RBNA ROLE IN THE CLASSIFICATION TASKS

100. Classification according the present Rules

101. Classification is understood as witnessing that the design, construction and maintenance of a particular type of vessel for a particular mission falls into a predetermined level of quality corresponding to a Class.

102. The present RULES are related to open sea coastal and unrestricted navigation, according to the Class Notations designated below.

200. Meaning of end-activities

- 201. The activity of classifying ships means:
 - a. Issuing RBNA's own technical standards for the design, construction and inspection of vessels, here from designated as RULES;
 - b. Creating a code of Class Notations with their respective requirements, selected through the technical standards (RULES);
 - c. Reviewing and approving designs in accordance with the requirements of the RULES;
 - d. Supervising the construction and manufacturing of components, in order to bear witness to their compliance with the RULES, for a given CLASS;
 - e. Issuing the corresponding CLASS CERTIFICATE;
 - f. Inserting the name of the ships which have been assigned the selected CLASS, in the RBNA's REGISTER OF SHIPS, **serving as a reference to shipping and insurance companies.**
 - g. Supervising periodically the ships in class, in order to bear witness that they continue to maintain compliance with the Rules, and

- h. Renewing or not the CLASS CERTIFICATES and updating the REGISTER OF SHIPS periodically, according to the results of the periodic surveys on the ships.

300. Meaning of the classification activities

- 301. The activity of classification implies in:
 - a. Continuous updating and updating of regulations and standards in force;
 - b. Continuous issuing of periodic revisions of the RULES
 - c. Creation of technical assets, **which will serve as reference for legislators and designers;**
 - d. Qualification of personnel.

A2. RBNA ROLE IN SERVICES COMPATIBLE WITH CLASSIFICATION

100. Surveys of Compliance

101. In specific cases the RBNA acts issuing certificates of compliance with statutory Regulations. See Part I, Title 01, Section 2, Chapter G.

102. RBNA is apt to issue certificates of compliance with Industrial Standards.

200. Life Extension or Rebuilding

- 201. Upon Owner's request, a special study may be carried out to take into account "life extension" as a function of an evaluation of the conditions of:
 - a. remaining "working lifespan";
 - b. rebuilding; or
 - c. renewal of the propulsion engines.

A3. IACS AUDITS

100. IACS Audit

101. The International Association of Classification Societies (IACS) requires audits of processes to assess the degree of compliance with the IACS Quality System Certification Scheme requirements. For this purpose, auditors from IACS and/or an independent Accredited Certification Body (ACB) selected by RBNA may accompany RBNA 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.

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

A4. FAILURE INCIDENT REPORTING AND EARLY WARNING OF SERIOUS FAILURE INCIDENTS [IACS PR 02]

100. Objective:

101. To improve ship safety and protection of the marine environment by providing information on incidents of hull failures and machinery space fires and explosions which are considered to have endangered the ship, or its personnel, or posed a threat to the environment and where sister or similar ships exist that could be at risk. The information regarding such failures is to be provided to the involved Classification Societies, and other relevant parties as stipulated herein, with a view to reducing the likelihood of their reoccurrence.

200. Definitions:

201. In the context of the present Subchapter A2, the following definitions apply.

- a. **Failure incident** ⁽¹⁾: A hull failure that is known, or suspected, to be due to inadequate compliance with relevant standards for design, construction, modification or repair of the failed item or inadequacy in standards relevant to the failed item. Damage incidents caused by all other causes, including but not limited to such things as collision, grounding, improper or inadequate operation, improper loading, human error or action, natural disaster, etc. are not "failure incidents" within the context of this procedure.

Guidance

⁽¹⁾ In the present Subchapter A4, *neither machinery space fire nor explosion is categorised as a 'failure incident'. Only machinery space fires or explosions judged as a 'serious failure incident' are reportable.*

End of guidance

- b. **Serious failure incident:** A hull failure incident or a machinery space fire or explosion that:
- b.1. Resulted in loss of the ship, death or serious injury to the personnel on board or severe pollution of the marine environment;
 - b.2. Endangered the ship, the personnel on board, or posed a threat of severe pollution of the marine environment.
- c. **Sister ship:** Ships having the same hull form, dimensions and cargo tank or cargo hold configuration that

have been built to the same plans, even if approved by different societies.

- d. **Similar ship:** Ships having similar arrangement or features affected by the incident of damage or failure in question.
- e. **Hull:** Hull structure and appurtenant equipment and structure fitted on or through the hull envelope (including but not limited to such things as hatches, doors or ramps, deck equipment, ventilation and sounding pipes, rudder including steering gear, sea connections, anchors & cables, etc.)
- f. **Involved Society:** a classification society classing a sister or a similar ship to the one involved in the incident.
- g. **Incident Reporting Officer (IRO):** The person designated by each Society to report and receive confidential information and to undertake or manage the performance of the procedure within the Society.

300 Approach:

301. **Failure incidents** which are considered to be noteworthy and of possible utility for improving international technical requirements, Societies' Rules or survey procedures and guidance are to be reported, without identifying the particular ship involved, and addressed in accordance with A4.600.

302. Considerable uncertainty may exist as to whether a particular incident is a failure incident or not. In deciding whether to treat an incident as a failure incident consideration is to be given to whether enough is known or can reasonably be expected to be learned about the particular incident to warrant treating it as a failure incident. Similarly, for incidents which may have been caused by inadequate maintenance of an item, consideration should be given to whether information on the incident would contribute to re-assessing the periodicity of required surveys or examinations, or other aspects within the purview of classification or statutory certification.

303. **Serious failure incidents** which are considered, owing to the severity of their consequences, to warrant investigation and/or action with respect to other ships which may be susceptible to such failures are to be reported and addressed in accordance with A4.700.

304. In judging whether an incident should be treated as a serious failure incident consideration is to be given to the risk involved in terms of the probability of future occurrences resulting in severe or unacceptable consequences as well as the likelihood of identifying and implementing safety improvements which will effectively reduce that risk.

400. Exceptions:

401. In cases where the Builder or Manufacturer has taken the responsibility to advise Owners and the relevant classifi-

cation societies of ships which may be similarly affected, the reporting of serious failure incidents may be limited to posting on the website sufficient details to identify the incident and a note of the action taken by the Builder or Manufacturer.

500. Confidentiality

501. Information provided or obtained in the course of application of this procedure, is to be considered confidential and is not under any circumstances to be divulged to any other party without the explicit prior agreement of the Societies reporting the information. In this respect, prior to the submission of the details of the incident the IRO of the initiating Society is to send the Confidentiality Agreement to the involved Societies. The details of the incident are to be sent only to the Societies which have duly signed and returned the copy of the signed Confidentiality Agreement to the initiating IRO.

502. Any Society providing information identifying a specific ship, or ships, under this procedure is responsible for obtaining any required permission from the ship Owner, Builder or Manufacturer, as appropriate, prior to:

- a. reporting the information in accordance with A4.700;
- b. authorizing its release to any other party in accordance with A4.501

503. Access to information identifying specific ships provided in accordance with A4.700 is to be restricted by the Societies to those within their Society with a need to know in order to undertake appropriate studies, decisions or actions directly related to achieving the objective stated in Table T.A4.600.1.

504. A refusal by the Owner, Builder or Manufacturer to give authorization for use of information on incidents in conjunction with this procedure shall not be held against the Society involved. Similarly, inability to provide information for use in conjunction with this procedure as a result of expectation of litigation shall not be held against the Society involved. However, in both cases information on the incident that is in the public domain may be used to carry out this procedure to the extent practicable.

600. Reporting of Hull Failure Incidents and Repairs

601. The associate or member Society to submit the required information on hull failure incidents of ships in their class to IACS Hull Panel. The Data Sheet for Reporting Hull Failure Incidents and Repairs, contained in Table T.A4.600.1, is to be used for this purpose.

602. The Hull Panel will be responsible for maintaining the records of submitted information and issuing periodic lists of all cases.

603. The Hull Panel will, on an ongoing basis, review the information received and, where necessary or appropriate, make recommendations to GPG regarding possible further

action by IACS. The Hull Panel will also use the information received, when appropriate, in the development and maintenance of the IACS booklets on typical hull damages for various ship types.

700. Early Warning of Serious Failure Incidents

701. In the event of the occurrence of a serious failure incident, the IRO of the Society classing the ship involved is to identify sister ships and/or similar ships, their classing Societies and send the following information to these involved Societies:

- a. Ship's Name and IMO Number,
- b. Builder's Name and Yard Number,
- c. Date and location of incident,
- d. Details of the incident (A4.200 and A4.300),
- e. Any additional information considered relevant to pursuing the objective of this Subchapter A4
- f. In reporting the details of these incidents, the data sheet contained in Table T.A4.600.1 should be used for guidance.

702. The IRO of the initiating Society is responsible for managing the process described below.

703. In order to determine whether the incident is one of a series of similar incidents on sister ships or whether it appears to be an isolated case, written feedback from the IROs of involved Societies of any information held on file concerning surveys, damages or repairs undertaken on the ship or the identified sister ships in their class or previously in their class, which is relevant to the case, is to be submitted to the IRO of the Society which initiated the case, as soon as possible.

704. Written feedback from IROs of involved Societies with respect to relevant follow-up information obtained during subsequent surveys is also to be sent to the IRO of the Society which initiated the case as soon as possible.

705. The IRO of the society initiating a case is to take a leadership role in monitoring and assessing the case information and, together with the other IROs involved (without access to the identity of ships of other involved Societies), recommending any further follow-up actions considered necessary or appropriate to IACS through IACS Permanent Secretariat prior to closing the case file. Such recommendations might include, but are not necessarily limited to, such things as revision/development of IACS Resolutions with a view to minimizing reoccurrence of the serious failure incident in question.

800. Machinery Space Fires and Explosions

801. Where appropriate, the initiating IRO is also to identify any known ships similarly at risk. In reporting the details

of these incidents, the following should be used for guidance:

- a. Incident type (e.g. fire, explosion, explosion followed by fire, etc.),
- b. Extent of injury and loss of life,
- c. Effect on ship (e.g. abandoned, temporarily disabled, towed, etc.),
- d. Fire contained (yes/no),

- e. Extinguishing method (e.g. hand extinguisher, CO2, halon, etc.),
- f. Heat source,
- g. Combustible material (e.g. fuel oil, lub oil, soot, gas, etc.),
- h. Fault type and location,
- i. Machinery component(s) involved (including manufacturer and type designation, where known).

TABLE T.A4.600.1 EXAMPLE OF IACS EARLY WARNING SCHEME (EWS)

IACS Early Warning Scheme (EWS)			Page 1 of Pages
Data Sheet for Reporting Hull Failure Incidents and Repairs			Member Society Ship Number (*1)
Ship Type		Date of EWS Report	
Size Group (GRT or DWT) (*2)		Age Group (*3)	
<p><i>Note: (*1) aa-bb-cc (aa: Society's name, bb: year reported, cc: consecutive report number)</i></p> <p><i>(*2) GRT: < 6,000 6,000 - 9,999 10,000 - 29,999 30,000 ≤</i></p> <p><i>DWT: < 10,000 10,000 - 49,999 50,000 - 99,999 100,000 - 179,999 180,000 ≤</i></p> <p><i>(*3) Age: 0 - 4, 5 - 9, 10 - 14, 15 - 19, 20 ≤</i></p> <p style="text-align: center;"><i>Please indicate tank and hold arrangement and the global locations of damage on the diagrams provided below.</i></p> <div style="border: 1px solid black; height: 150px; margin-top: 10px; position: relative;"> <div style="position: absolute; top: 0; left: 0; width: 100%; height: 100%; background: linear-gradient(to bottom, transparent 49%, black 49% 51%, transparent 51%);"></div> </div>			

NOTE: This form should not be used as a vehicle to transmit information to member societies field surveyors or any other parties.

<p align="center">Early Warning Scheme (EWS)</p> <p align="center">Data Sheet for Reporting</p> <p align="center">Hull Failure Incidents and Repairs</p>	<p align="center">Page of Pages</p>
	<p align="center">Society Ship Number</p>
<p align="center">Description of Damages, Likely Causes, Methods of Repair and Lessons Learned</p>	
<p><i>Please describe</i> (1) the nature and extent of damages (2) factors likely to have contributed to the damages if known (3) methods of repair if any (4) lessons learned Please also identify global locations of damages on the diagrams provided on Page 1.</p> <p><i>Please sketch</i> (1) Details of damage with scantlings and material of associated structures (2) Details of repairs, if any, with scantlings and material of any modified structures and/or additional reinforcements</p>	

NOTE: This form should not be used as a vehicle to transmit information to societies' field surveyors or any other parties.

CHAPTER B MEANING OF CLASS

CHAPTER CONTENTS

B1. ASSIGNMENT OF A CLASS

B2. DEFINITIONS

B3. AVAILABLE MENTIONS OF CLASS

B4. CLASSES AND CORRESPONDING REQUIREMENTS

B5. VALIDITY PERIOD OF A CYCLE OF CLASS

B1. ASSIGNMENT OF A CLASS

100. "MODUS OPERANDI"

101. The assignment of a CLASS means to have the right to register the ship's name in the REGISTER BOOK, after it has been witnessed by RBNA that the design and the construction of the vessel are in compliance with the RULE requirements corresponding to the assigned CLASS.

102. A Class is identified through a Mention, which includes Notations. See the following items.

B2. DEFINITIONS

100. Identification terms on the certificates [IACS PR 11 and PR 29]

101. **HULL:** encompasses the sections of: naval architecture, structure, hull outfit and accommodation.

102. **MACHINERY:** includes the sections of: motors and mechanics, piping systems, electricity and electronics.

200. Other terms:

201. **CSR "Common Structural Rules":** for bulk carriers applicable to bulk carriers having $L \geq 90$ metres, according to IACS CSR (see definition below), and for oil tankers with $L \geq 150$ metres.

202. **Date of Build:** the Class Certificate and the Society's Register of Ships shall indicate the Date of Build as defined below: [IACS PR 11]

a. For New Construction

a.1. the year, month and date at which the new construction survey process is completed shall be specified as the "Date of Build".

b. Where there is substantial delay between completion of construction survey process and the ship commencing active service, the date of commissioning may be also specified.

c. After Modifications

c.1. After modifications are completed, the "Date of Build" shall remain assigned to the ship.

c.2. Where a complete replacement or addition of a major portion of the ship (see Guidance below) is involved, the following shall apply:

i. the "Date of Build" associated with each major portion of the ship shall be indicated where it has been agreed that the newer structure shall be on a different survey cycle;

ii. survey requirements shall be based on the "Date of Build" associated with each major portion of the ship;

iii. survey due dates may be aligned at the discretion of each Society.

Guidance

For example, a major portion of the ship may include a complete forward or after section, a complete main cargo section (which may include a complete hold / tank of a cargo ship), a complete block of deck structure of a passenger ship or a structural modification of a single hull to a double hull ship.

End of guidance

203. Date of contract: [IACS PR 29]

a. **Date of "contract for construction of a vessel":** The date of contract for the construction of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.

b. **Date of "contract for construction" of a series of 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.

c. 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 a. and b. above apply.

d. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

204. **ESP – “Enhanced Survey Program”:** program of enhanced inspections applicable to bulk carriers with AB ≥ 500 built with a single deck, double bottom, hopper side tanks and topside wing tanks and with single or double hull in the zone of the cargo holds, and having as its primary mission to transport of bulk cargoes, in accordance with IMO Resolution A.744 (18) - *Guidelines on the Enhanced Programme of Inspections During Surveys for bulk Carriers and Oil Tankers* as amended.

205. **Hopper Tanks:** are tanks used for ballast or for stability when carrying certain cargoes in bulk carriers, in which the upper end stands above the tank top and is limited by a slopping plate, allowing the bulk cargo to flow down.

206. **IACS “International Association of Classification Societies”**

207. **NORMAM 01:** Standards of the Brazilian Maritime Authority for Vessels Engaged in Offshore Navigation.

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

- a. Such alterations do not affect matters related to classification, or
- b. If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective Owner and the Shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.
- c. The optional vessels will be considered part of the same series of vessels if the option is exercised not

later than 1 year after the contract to build the series was signed.

209. **SOLAS “Safety of Life at Sea”:** International Convention for Safety of Life at Sea of the IMO - International Maritime Organization.

210. **SOLAS Ship:** a ship complying with the SOLAS Convention as defined in NORMAM 01.

B3. CLASS NOTATIONS

100. Criteria for Class Notations

101. A Class Notation includes Notations defined by the following **five** groups of digits, being **three** referred to the supervising and **two** to characterization:

- a. **1st GROUP:** Classifies the class supervision of construction, compliance and state of the hull, in three digits
 - a.1. **1st digit:** the witnessing of the construction phase of the hull and components, which may be with or without supervision of the RBNA
 - i. With supervision: “**⌘**”;
 - ii. With supervision of another Classification Society recognized by RBNA: “**⌘**”;
 - iii. Without supervision during construction: “**■**”.
 - a.2. **2nd and 3rd digits:** classifies the compliance with the RULES and state of the hull
 - i. Full compliance and in good condition: “A1”;
 - ii. Full compliance and in acceptable conditions: “A2”;
 - iii. Partly in compliance with the RULES, meeting, however, minimum requirements and in good condition: “a1”;
 - iv. Partly in compliance with the RULES, meeting, however, minimum requirements and in acceptable condition: “a2”.
- b. **2nd GROUP:** Classified the area of navigation, in two digits:

- b.1. **1st and 2nd digits:** area of navigation, classified as a function of wave height and other environmental agents. See note about dredges in the definitions of the 4th group. In other countries this classification will be made for each case. According to NORMAM 01, it is classified as follows:
- i. O1: for coastal navigation (held in open sea within the limits of the coast visibility, established as 20 nautical miles from the coast) ;
 - ii. O2: for long-distance navigation (navigation conducted between Brazilian and foreign ports), navigation in jurisdictional waters (“cabotagem”: navigation conducted between Brazilian ports, using sea or inland) and maritime support (logistical support for navigation conducted within the limit of 200 nautical miles from shore).

Guidance

In reference to the Navigation Areas as stated in NORMAM 01, the correspondence between the Rule definition of areas and the NORMAM 01 definition of areas is as follows:

RBNA definition of Areas of Navigation	NORMAM 01 definition of Areas of Navigation	Remarks
O1 Restricted navigation	Item 202. b – e “Navegação Costeira”	“dvc” – visual distance from the coast, i.e., 20 miles from the coast, is defined as such both in NORMAM 01 and the Rules
O2 Unrestricted navigation	Item 202. – b “Longo curso” Item 202 – c “Cabotagem” Item 202 – d “Apoio Marítimo”	“Longo curso” and “Cabotagem” are both areas where a ship will navigate at distances larger than 20 miles from the coast. “Apoio Marítimo” is defined in NORMAM 01 as applicable to offshore service vessels, also defined as supply vessels, which navigate between the coast and platforms (MODU) situated within the “AJB” Brazilian Jurisdiction Waters
Important note: “Apoio Marítimo” as per NORMAM 01 is a type of navigation which concedes certain statutory exemptions. However, from the standpoint of the Rules, any ship sailing more than 20 miles from the coast falls under Rule area O2, irrespective of any statutory exemptions.		

End of Guidance

- c. **3rd GROUP:** Classifies the cycle of class and the compliance with anchoring, towing and mooring requirements in two digits:
- c.1. **1st digit:** cycle of class, in years:
 - i. Five years: “5”;
 - ii. Partially compliance with the rules, but approved for specific applications: “E” ;
 - iii. Equipment not classified: “—”.
 - c.2. **2nd digit:** compliance with anchoring, towing and mooring requirements:
 - i. Compliance with the RULES: “E”;
 - d. **4th GROUP:** Classifies the service notation and corresponding service features intrinsic to the mission. See Table T.B3.101.1 below:

TABLE T.B3.101.1 – CLASSIFICATION ACTIVITY / SERVICE

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
Title 11 – General Cargo Ship Any ship which is not a passenger ship	Heavy cargo Equipped to carry containers	Cargo ship, SOLAS Reg. I/A/- 2(g) Carga geral NORMAM 01 0216 – d - 5
	EAV – Damage stability vessels	
Title 12 – Container Ship Ship which is typically constructed with a single deck, double side skin tanks, passageways and double bottom in the cargo space area, and is intended exclusively to carry cargo in containers in the cargo holds, on deck and on hatch covers		Cargo ship SOLAS Reg. I/A/2(g) Porta-contentor NORMAM 01 0216 – d - 30
Title 14 – Bulk Carrier Ship which is typically constructed with a single deck, single skin, double bottom, hopper side tanks and topside tanks in cargo spaces, and is intended primarily to carry dry cargo, including ore, in bulk	BC-A – bulk carrier type A	Cargo ship, SOLAS Reg. I/A/2(g) Bulk Carrier SOLAS Reg XII/1 NORMAM 01: 0216.d.15 – Graneleiro (bulk carrier) 0216.d.16 – (Ore-oil) 0216.d.22 – Outros graneleiros (other bulk carriers)
	BC-B – bulk carrier type B	
	BC-C – bulk carrier type C	
	CSR	
	ESP	
	GRAB (X) for Bulk Carrier CSR BC-A ESP	
	GRAB (X) for Bulk Carrier CSR BC-B ESP	
	{maximum cargo density in t/m ³ } for additional service features BC-A and BC-B if the maximum cargo density is less than 3.0 t/m ³	
	{no MP} for all additional service features when the ship has not been designed for loading and unloading in multiple ports	
	{allowed combination of specified empty holds} for additional service feature BC-A	
	Ore Carrier ESP	Cargo ship, SOLAS Reg. IA/2(g) Bulk Carrier SOLAS Reg IX/6 Graneleiro (ore oil) NORMAM 01 0216 – d – 16

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
<p>Title 15 – Roll-on Roll-off Cargo Ship Multi-deck ships with double bottom and, in some cases, with wing tanks up to the lowest deck above the full load waterline, which has one or more decks closed or open not normally subdivided and generally running the entire length of the ship intended for the carriage of:</p> <ul style="list-style-type: none"> a. vehicles which embark and disembark on their own wheels, and/or goods in or on pallets or containers which can be loaded and unloaded by means of wheeled vehicles; b. railway cars, on fixed rails, which embark and disembark on their own wheels. 	<p>Equipped to carry containers</p>	<p>Cargo ship, SOLAS Reg. I/A/2(g) Roll-on roll-off NORMAM 01 0216 – d – 34</p>
<p>Title 16 – Offshore Barges A. Pontoon (balsas) Non-propelled units intended to carry cargo and/or equipment on deck only [IMO IS Code]</p> <p>A pontoon is considered to be normally:</p> <ul style="list-style-type: none"> 1 non self-propelled; 2 unmanned; 3 carrying only deck cargo; 4 having a block coefficient of 0.9 or greater; 5 having a breadth/depth ratio of greater than 3; and 6 having no hatchways in the deck except small manholes closed with gasketed covers. <p>B. Barge (barcaça) Non-propelled units intended to carry dry cargo inside holds [NORMAM 01 Chapter 7]</p> <p>Barge or lighter ship is considered to be normally:</p> <ul style="list-style-type: none"> 1 non self-propelled; 2 unmanned; 3 carrying cargo; 4 having a relation between breadth and draft larger greater than 6,0; and 5 having a breadth/depth ratio of greater than 3. 		<p>0216.d.1 Balsa (pontoon) 0216.d.7 Chata (pontoon)</p> <p>0216.d.2 Barcaça (“Lighter” ship, Barge) 0703.i Barcaça</p>

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
<p>Title 21 – Passenger ship A passenger is every person other than:</p> <ol style="list-style-type: none"> the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and a child under one year of age. <p>A passenger ship is a ship which carries more than twelve passengers.</p>		<p>Passenger ship, SOLAS Reg. I/A/2(f) 0216.d.25 Passageiro (Passenger) 0216.d.35 Saveiro (See Guidance) 0216.d.11 Escuna (See Guidance) <i>Guidance</i> <i>Saveiros and Escunas are usually types of passenger self-propelled wooden boats employed for tourism. The lines of such boats are based on ancient light and fast passenger clippers.</i> <i>End of guidance</i></p>
<p>Title 22 – Ferry boat (passengers + vehicles) A ship fitted with double bottom which has one or more decks closed or open not normally subdivided and generally running the entire length of the ship, typically employed in short crossings, intended for the carriage of:</p> <ol style="list-style-type: none"> passengers; and vehicles which embark and disembark on their own wheels. 		<p>Passenger ship, SOLAS Reg. I/A/2(f) Ferry boat NORMAM 01 0216 – d – 12 Note: IMO regulations consider Ferry Boats as Ro-Ro ships.</p>
<p>Title 25 – High Speed Craft – HSC <i>"High-speed craft"</i> is a craft capable of a maximum speed, in metres per second (m/s), equal to or exceeding:</p> $3.7 \times \Delta^{0.1667}$ <p>where:</p> <p>Δ = volume of displacement corresponding to the design waterline (m³),</p> <p>excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect.</p>	Category A	High Speed Craft SOLAS Chapter X, 2000 HSC Code
	Category B	<p>0216.d.25 Passageiro (passenger) if GT < 500 and no. of persons > 12. <i>Guidance</i> <i>There is no definition for High Speed Craft in NORMAM 01, this being considered as a common passenger vessel in case there are more than 12 persons on board for GT < 500. For GT ≥ 500, the definition and regulations are according to the IMO HSC Code.</i> <i>The definition of High Speed Craft does not cover Hovercraft (0216.d.17).</i> <i>End of Guidance</i></p>

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
Title 26 – Roll-on Roll-off passenger ship Multi-deck ships, with double bottom and, in some cases, with wing tanks up to the lowest deck above the full load waterline, intended for the carriage of: <ul style="list-style-type: none"> a. passengers; b. vehicles which embark and disembark on their own wheels, and/or goods in or on pallets or containers which can be loaded and unloaded by means of wheeled vehicles; and c. railway cars, on fixed rails, which embark and disembark on their own wheels. 	< 12 passengers	Passenger ship, SOLAS Reg. I/A/2(f) Ro-Ro passenger ship, SOLAS Reg. II-2/A/3/42 Passageiro / Rol-on roll-off NORMAM 01 0216 – d – 24

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
Title 31 – Liquid bulk		
Title 32 – Oil Tanker A tanker is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature. "Inflammable" has the same meaning as "flammable" An Oil tanker barge is a barge for the carriage of liquid cargoes of a flammable nature.	ESP	Tanker, SOLAS Reg. I/A/2 (h) Oil tanker MARPOL Annex I, Reg I/1.5 Petroleiros NORMAM 01 0216 – d – 28
	K3	
	K2	
	DCC (double hull)	
Title 33 - Chemical Tanker Ships regardless of size, including those of less than 500 gross tonnage, engaged in the carriage of bulk cargoes of dangerous chemicals or noxious liquid substances (NLS), other than petroleum or similar flammable products as follows: <ul style="list-style-type: none"> a. products having significant fire hazards in excess of those of petroleum products and similar flammable products; and b. products having significant hazards in addition to or other than flammability. 	ESP (Type of cargo)	Chemical Tanker SOLAS Reg. I/A/2 (h), SOLAS Reg II-2/3.11, Reg. VII / 8.2 Chemical tanker, MARPOL Annex II, Reg 1/16.1 when noxious liquid substances are loaded Químicos (Chemical) NORMAM 01 0216 – d – 32
Title 34 - Liquefied Gas Carrier Ships regardless of their size, including those of less than 500 gross tonnage, engaged in carriage of liquefied gases having a vapour pressure exceeding 2.8 bar absolute at a temperature of 37.8°C, and other products as shown in <u>chapter 19</u> of the IMO IGC Code, when carried in bulk.		Tanker, SOLAS Reg. I/2 (h) Gas Carrier SOLAS Reg. II-3.20, Reg. VII/11.2 Gases liquefeitos (gas carrier), NORMAM 01 0216 – d - 14

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
<p>Title 41 – Fishing vessel A vessel used for catching fish, whales, seals, walrus or other living resources of the sea.</p>		<p>Pesqueiro (fishing boat) NORMAM 01 0216 – d – 26 Traineira (trawler) NORMAM 01 0216 – d – 38 <i>Guidance</i> Trawlers are a specific type of fishing vessel which use side booms to tow a fishing net during the fishing operations <i>End of Guidance</i></p>
<p>Title 42 – Tug boat/Pusher Vessels destined to towing missions or to push convoys.</p>		<p>Cargo ship, SOLAS Reg. I/2(g) Rebocador / empurrador NORMAM 01 0216 – d – 33</p>
<p>Title 43 – Dredger and Mud Barges A. Dredger a. TSHD – Trailing Suction Hopper Dredger; b. Dipper excavator dredger; c. Split hopper dredger; and d. Backhoe dredgers. B. Mud Barges Barges destined to receive and transport the mud removed from the sea bottom by dredgers, usually backhoe dredgers.</p>		<p>Cargo ship, SOLAS Reg. I/2(g) Draga (dredger) NORMAM 01 0216 – d – 10</p>
<p>Title 44 – Special Purpose Ship Ships with GT ≥ 500 and more than 12 special personnel, i.e., persons who are not passengers or members of the crew or children of less than one year of age and who are carried aboard in connection with the special purpose of that ship or because of special work being carried out aboard that ship, in accordance with IMO.MSC.266(84). Ships with GT ≥ 500 and less than 12 special service personnel, and ships with GT < 500 designed for a mission not corresponding to other Titles which may require analysis on a case-by-case basis, additional to the requirements of Title 11.</p>	<p>SPS (keywords for the mission)</p>	<p>IMO Resolution MSC.266(84), 1.3.12 Other vessels NORMAM 01 0216 – d – 21</p>

Title / Service Notation / Definition	Additional service features	Corresponding type of ship according to Conventions and / or Codes
Title 45 - Floating Crane Ships where a crane is permanently fitted on board a pontoon vessel. <i>Guidance</i> The notation “ floating crane ” is assigned for ships where the hull, machinery AND lifting appliances are all under class. Sometimes pontoons fitted with non-classified lifting appliances on deck are designated “pontoon crane” for which Title 16 applies. <i>End of Guidance</i>		Cábrea NORMAM 01 0216 – d – 04
Title 46 - Floating Dock		Flutuante NORMAM 01 0216 – d – 09
Title 47 – Supply vessels Ships designed for services associated with oil rigs. PSV: are typically supply vessels destined to supply oil rigs. They may carry a large range of cargoes, including dangerous goods, chemicals in bulk, oil products in bulk, cement, etc. OSV: are vessels typically fitted for maintenance at sea, associated with oil rigs.	Oil products	IMO Resolution MSC.235(82), 1.2.1 Supridores de plataformas marítimas (supply) NORMAM 01 0216 – d – 37
	Service notation for supply boats carrying limited quantity of oil products	
	Chemicals	
	TUG Towing	
	AHTS – Anchor handling tug supply vessel	
	STBY –Safety standby and rescue supply vessel	
Title 48 – Diving Support Vessels – DSV Ships designed to give support to diving operations A diving support vessel, as the name suggests is a vessel that is used for the objective of diving into oceans. Divers, who dive into the middle of the seas as a part of professional diving process, need proper diving support. This necessary support is provided by such a dive support vessel.	DSV – Diving support vessels	Other vessels NORMAM 01 0216 – d – 21 Diving support
	SDSV – Shallow diving support vessels	

e. **5th GROUP:** Classifies supervision, compliance and condition of the machinery, in three digits:

d.1. **1st dígit:** the witnessing of the construction phase of machinery and components with or without supervision of RBNA

- i. With supervision: “☒”;
- ii. With supervision of another Classification Society recognized by RBNA: “☒”;
- iii. Without supervision during construction: “■”

d.2. **2nd e 3rd dígit:** Classifies compliance with RULES and condition:

- i. Full compliance and in good condition: “M1”;
- ii. Full compliance and in acceptable condition: “M2”;
- iii. Partial compliance with the Rules, meeting, however, their minimum requirements and in good condition: “m1”;
- iv. Partial compliance with the Rules, meeting, however, their minimum requirements and in acceptable condition: “m2”.

200. Summary of Class Notations

201. The scope of the code has the following summary.

TABLE T.B3.201.1 – SUMMARY OF CLASS NOTATIONS- HULL

GROUPS				
1		2	3	
SUPERVISION / COMPLIANCE AND STATE OF THE HULL		CHARACTERIZATION OF NAVIGATION AREA	CYCLE CLASS EQUIPMENT ANCHORING	
⊗	A1	O2 or O1	5	E
or	or			or
⊗	A2			<u>E</u>
or	or			or
—	a1			—
	or			
	a2			

TABLE T.B3.201.2 – SUMMARY OF CLASS NOTATIONS- MACHINERY

GROUPS		
4	5	
ACTIVITY/ SERVICE	SUPERVISION/COMPLIANCE AND STATE OF THE MACHINERY	
11 to 59	⊗	M1
	or	or M2
	⊗	or m1
	or	or m2
	—	

Note 1: when assigned a supervision mark “—” in group 1 only mentions of compliance “m1” or “m2” can be attributed.

Note 2: the 4th group may be written in the Mention of Class with eventual special notation.

300. Additional Class Notations

301. Upon Owners' request, the additional class notations listed in Table T.B3.301.1 may be assigned, once the requirements of the relevant rules are met.

Guidance

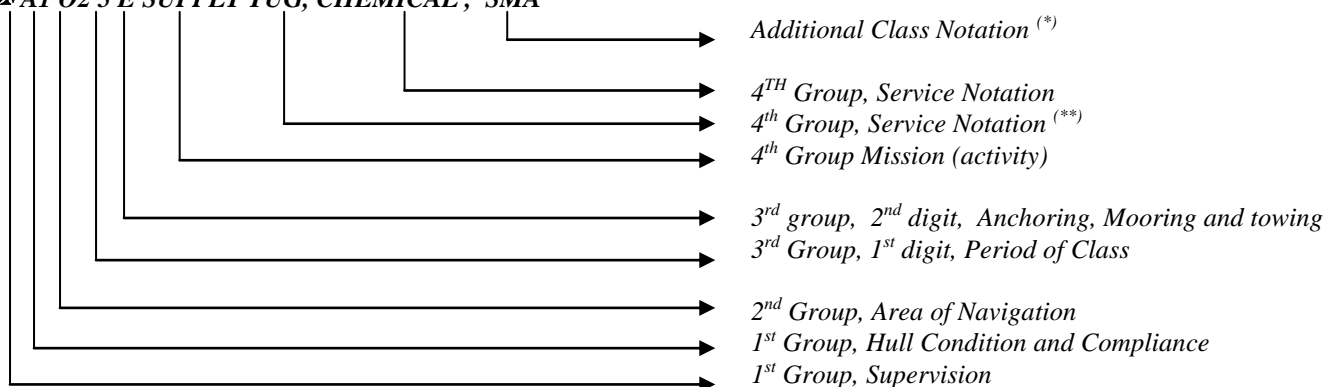
The Table T.B3.301.1 also indicates in which certificate the additional class notation is to be included.

The additional class notation is to be inserted after the main class notation, e.g.:

An offshore supply vessel having fire-fighting capabilities, dynamic positioning, transporting liquid chemical products in bulk, transporting dangerous goods in solid or bulk packed form on deck and towing would be granted the class notation:

Hull Class Notation

⌘ A1 O2 5 E SUPPLY TUG, CHEMICAL, SMA

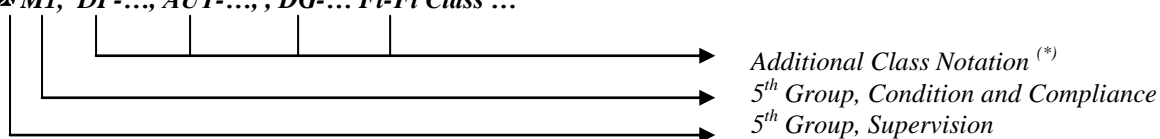


(*) There may be more than one Hull and/or Machinery Additional Class Notations

(**) There may be more than one Service Notation

Machinery Class Notation

⌘ M1, DP-..., AUT-..., DG-... Fi-Fi Class ...



(*) There may be more than one Hull and/or Machinery Additional Class Notations

End of guidance

TABLE T.B3.301.1 – ADDITIONAL CLASS NOTATIONS

ADDITIONAL CLASS NOTATIONS		CERTIFICATE
Title 101 – Lay up ships	Lay up	HULL & MACHINERY
Title 102 - Automation	Aut-A	MACHINERY
	Aut-B	
	Aut-C	
	Aut-E	
	Aut-F	
	Aut-F + CNC Centralized Navigation Control	
Title 103 – Dynamic positioning	SPD0	MACHINERY
	SPD1	
	SPD2	
	SPD3	
Title 104 – DG - Ships intended for the carriage of dangerous goods	DG P – in packaged form	HULL & MACHINERY
	DG B – in bulk form	
Title 111 – Fire-Fighting vessels	Fi-Fi 1 – class 1	MACHINERY
	Fi-Fi 2 – class 2	
	Fi-Fi 3 – class 3	
	Fi-Fi Cap	

302. The additional notation "BC" for bulk transportation includes:

- a. BC-A: bulk carriers with $L \geq 150\text{m}$ contracted for construction or after 1 July 2003 for the transportation of bulk cargoes having a density in excess of $1,0 \text{ t/m}^3$ with some holds empty;
- b. BC-B: bulk carriers with $L \geq 150\text{m}$ contracted for construction on or after 1 July 2003 for the transportation of bulk cargoes having a density in excess of $1,0 \text{ t/m}^3$ with all the holds full;
- c. BC-C: bulk carriers with $L \geq 150\text{m}$ contracted for construction on or after 1 July 2003 for the transportation of bulk cargoes having a density lower than $1,0 \text{ t/m}^3$;
- d. CSR bulk carriers with $L \geq 90 \text{ m}$ built at or after April 1, 2006 subject to CSR Common Structural Rules of the IACS – International Association of Classification Societies – are to comply with these CSR Rules, in addition to the requirements of the Part II, Title 11, Section 2, as specified in the Part II, Title 14, Section 2 of these Rules.
- e. ESP: for all the bulk carriers with $AB > 500$ are subject to the ESP surveys.

303. The service notation oil recovery ship is assigned to ships specially equipped with fixed installations and/or mobile equipment for the removal of oil from the sea surface and its retention on board, carriage and subsequent unloading, as defined in the Regulation 1 of Annex 1 of MARPOL 73/78, handling, storage on board, transportation and subsequent discharge, includes:

- a. Recoil CLASS 1: ships covered by Title 35 designed and built for the recovery of oils with unknown flash point.
- b. Recoil CLASS 2: ships covered by Title 35 designed and built for the recovery of oils with flash point greater than 60°C .

304. In the case of ships whose primary mission is the recovery of oil, the notation "RecOil" Class 1 or Class 2 will be assigned according to item B3.100 of this Title 01, in the group designed for the activity / service.

305. In case of ships with a mission different from its primary mission, in which the recovery of oil is a secondary mission, the notation "RecOil" Class 1 or Class 2 will be added to the primary notation, in the entry designed for the activity / service.

306. The classification of ships with additional class notation "RecOil" Class 1 or Class 2 does not exempt of the applicable laws and regulations in force by the Flag of the ship, nor prevent the classified vessels to fulfill other missions not concurrent.

307. The additional notation "Fi-Fi" for ships intended for fire-fighting and rescue includes:

- a. Fi-Fi Class 1: ships fitted to fight the early stages of fires, operating at short range and supporting rescue operations, provided with a protective barrier enabling the ship to approach to the fire location.
- b. Fi-Fi Class 2: ships fitted with independent equipment capable of sustaining continuous external fire-fighting of large fires from long distances.
- c. Fi-Fi Class 3: ships fitted with independent equipment capable of sustaining continuous external fire-fighting of large fires from long distances. However, vessels of notation Fi-Fi Class 3 have pumps of higher capacity and more equipment than the ships Fi-Fi Class 2.
- d. Fi-Fi Cap: Vessels fitted with independent equipment for fighting of external fires, but whose equipment is not fully in compliance with the requirements for flow of the notations in Fi-Fi CLASS 1, 2 and 3.

308. The additional notation "SMA" means that the following regulations, as amended, are complied with:

- a. MARPOL 73/78, Appendices I, II, III, IV, V, e VI;
- b. SOLAS 74/88, Chapter VII;
- c. IMO AFS/CONF/26;
- d. IMO Res. A.868(20);
- e. IMO BWM/CONF/36;
- f. IMO Res. A.741(18);
- g. Regulation (EC) No 782/2003 of the European Parliament Council of April 14, 2003 concerning to the prohibition of organic compounds in ships;
- h. Standard IMO Standard for Systems of Vapour Emission Control MSC/Circ. 585; or
- i. Regulations from the USCG for Systems of Vapour Emission Control CFR 46 Parte 39.
- j. AFS Anti-fouling Systems Convention, 2001
- k. International Ship Recycling Convention, 2009, "IHM – Inventory of Hazardous Materials"

309. The additional notation "Supply-Oil Products" is assigned to supply vessels destined to carry oil products with any flashpoint in dedicated tanks

310. The additional notation "Supply-Chemical Products" is assigned to supply vessels destined to carry harmful or hazardous chemicals that may be:

a. Hazardous or dangerous liquids (see Table T.A1.401, in the Part II, Title 47, Section 1, Chapter D of these Rules);

b. Flammable liquids.

311. The additional notation "EAV" is intended to ships which meet the criteria "Damage Stability." based on the initial conditions before flooding, defined by the criteria "Intact Stability" (see subchapters Part 2, Title 47, Section 1, Subchapter H5 of these Rules),

312. The additional notation "AUT" for ships where arrangement of the operational system is automated, in order to ensure that under all conditions of operation and navigation, including manoeuvres, the safety is equivalent to a vessel with manned machinery spaces, includes:

a. Notation AUT-A – Engine room permanently attended with centralized equipment control at the CCM or in the Engine Room.

b. Notation AUT-B: Engine Room unattended during periods of a minimum of 8 (eight) hours, for all conditions of navigation and manoeuvre, with the control of the propulsion and auxiliary systems from the bridge.

c. Notation AUT-C: Engine Room unattended during periods of a minimum of 16 (sixteen) hours minimum for all conditions of navigation and manoeuvre, with the control of the propulsion and auxiliary systems from the bridge.

d. Notation AUT-E: Engine Room unattended during periods of a minimum of 24 (twenty four) hours minimum for all conditions of navigation and manoeuvre, with the control of the propulsion and auxiliary systems from the bridge.

e. Notation AUT-F: Engine Room permanently unattended for all condition of navigation and manoeuvre, with centralized control on the bridge. Additionally, the ship is to be fitted with an integrated computer system for the monitoring and control of the propulsion and auxiliary machinery, centralized on the bridge.

f. Notation CNC: Centralized Navigation System – The class notation CNC is attributed when additionally to the requirements for notation AUT-F (integrated system for the propulsion and auxiliaries centralized on the bridge) the bridge arrangement is such that the vessel can be operated in normal conditions by only one official on quart This notation includes specific additional requirements for the prevention of accidents deriving from inadequacy of the operator.

Note: RBNA may consider relaxation of the above requirements for vessels intended for inland waterway, de-

termining at its discretion whether the vessel can remain unmanned, and for what period of time. In this case the additional notation INT will be added to one of the relevant automation notations above.

313. The additional notation "AHTS" is assigned to ships destined for anchor handling.

314. The additional notation "LH" is assigned to ships intended for launching and handling of mooring lines.

315. Enhanced Survey Programme for determined types of ships – notation *ESP Mandatory Ship Type and Enhanced Survey Programme (ESP) Notations [IACS UR Z11]*

a. The additional service feature "ESP" is assigned to ships that are in conformity with the IMO ESP Code of the guidance for the enhanced program of inspections during surveys of bulk carriers and oil tankers ("Enhanced Survey Program").

b. To clearly indicate to shipowners and users of Member Societies' register books those ships which are subject to an enhanced survey programme, the following notations shall be included within the class notation assigned to all such ships, built and/or maintained in accordance with Part I, Title - 2, Section 2:

b.1. E – Single and double skin bulk carriers

b.2. F – Single and double skin oil tankers

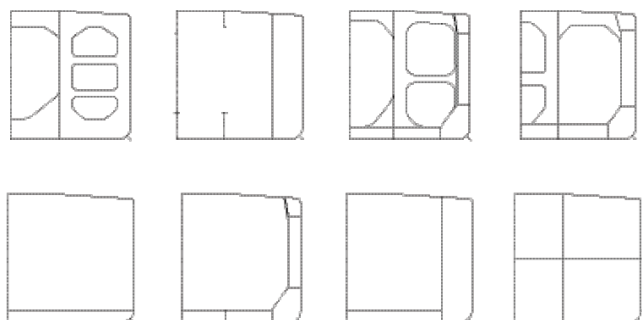
b.3. G – Chemical tankers

c. ship type and enhanced survey programme (ESP) notations

c.1. Oil Tanker: The ship type notation "OIL TANKER", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships which are constructed generally with integral tanks and intended primarily to carry oil in bulk. This type notation shall be assigned to tankers of both single and double hull construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs. Typical mid-ship sections are given in Figure F.B3.315.1.

Note: Oil Tankers that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out under MARPOL I/20 and/or MARPOL I/21.

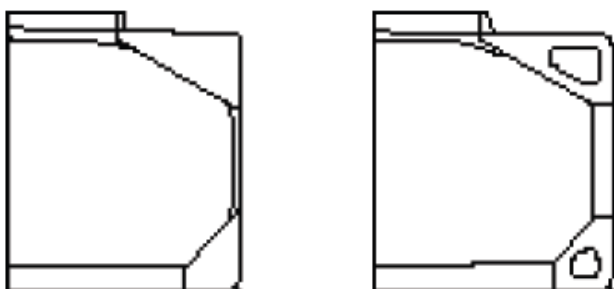
FIGURE F.B3.315.1



c.2. **Bulk Carrier:** The ship type notation “BULK CARRIER”, or equivalent, and the notation “ESP” shall be assigned to sea going self-propelled ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk. Typical midship sections are given in Figure F.B3.315.2.

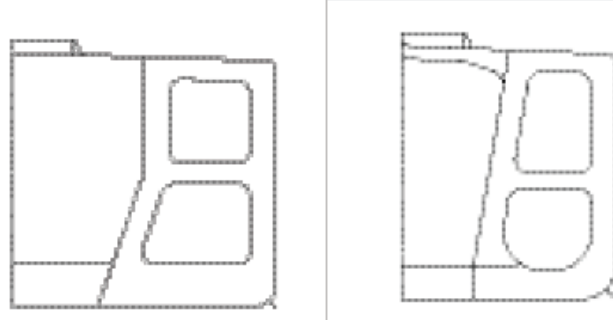
- i. For bulk carriers with hybrid cargo hold arrangements, i.e. with some cargo holds of single side skin and others of double side skin, the requirements of Part I, Title 02, Section 2, Chapter E are to apply to cargo holds of single side skin and to cargo holds of double side skin.

FIGURE F.B3.315.2



c.3. **Ore Carrier:** The ship type notation “ORE CARRIER”, or equivalent, and the notation “ESP” shall be assigned to sea going self-propelled ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only. Typical midship sections are given in Figure F.B3.315.3.

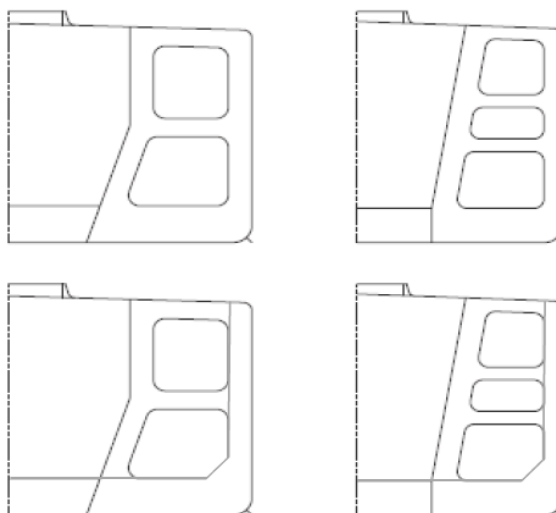
FIGURE F.B3.315.3



c.4. **Combination Carrier:** is a general term applied to ships intended for the carriage of both oil and dry cargoes in bulk; these cargoes are not carried simultaneously, with the exception of oily mixture retained in slop tanks.

- i. The ship type notation “ORE/OIL CARRIER”, or equivalent, and the notation “ESP” shall be assigned to sea going self-propelled ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of oil cargoes in centre holds and wing tanks. Typical midship sections are given in Figure F.B3.315. 4.

FIGURE F.B3.315.4

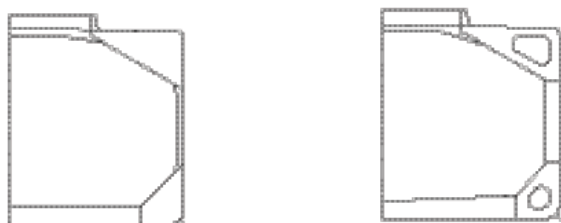


Note: ORE/OIL carriers that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out.

- c.5. **oil/bulk/ore (OBO) carrier:** The ship type notation “OIL/BULK/ORE (OBO) CARRIER”, or equivalent, and the notation “ESP” shall be assigned to sea going self-propelled ships which are constructed generally with

single deck, double bottom, hopper side tanks and topside tanks, and with single or double side skin construction in the cargo length area, and intended primarily to carry oil or dry cargoes, including ore in bulk. Typical midship sections are given in Figure F.B3.315. 5.

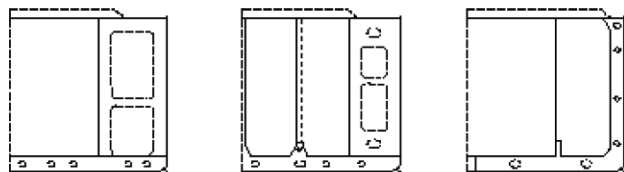
FIGURE F.B3.315.5



Note: OIL/BULK/ORE carriers that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out.

- c.6. Chemical Tankers: The ship type notation “CHEMICAL TANKER”, or equivalent, and the notation “ESP” shall be assigned to sea going self-propelled ships which are constructed generally with integral tanks and intended primarily to carry chemicals in bulk. This type notation shall be assigned to tankers of both single or double hull construction, as well as tankers with alternative structural arrangements. Typical midship sections are given in Figure F.B3.315. 6.

FIGURE F.B3.315.6



316. The additional notation “K2” is assigned to ships covered by Title 32 for the transportation of flammable products having a flash point $23^{\circ}\text{C} \leq \text{Fp} \leq 60^{\circ}\text{C}$. The additional notation “K3” is assigned to ships covered by Title 32 having a flash point $60^{\circ}\text{C} \leq \text{Fp} \leq 100^{\circ}\text{C}$.

317. For oil tankers with double hulls, is to be assigned the additional notation class “DCC”.

318. High-speed vessels are considered those with maximum speed equal to or greater than the following value, given by the IMO Code of Safety for High-speed Vessels: $V = 3.7 \times A^{0.1667}$ where:

- a. A: maximum allowable displacement in volume (m^3),

- b. V: the speed for A (m / s).
- c. Specific requirements for high-speed vessels are given in Part II, Title 25 of these Rules.

319. On request the “Document of Compliance for the Carriage of Dangerous Goods” according to NORMAM 06 Appendix 4.A.16 (SOLAS, Chapter II-2, Regulation 19.4) may be issued after a successful survey. After successful surveys, the vessels in conformity with this Title will be assigned an additional class notation as follows:

- a. DG – Ships intended for the carriage of dangerous goods
- b. DG-P – in packaged form
- c. DG B – in bulk form

320. Anchor Handling Tug Supply (AHTS) vessels are mainly built to handle anchors for oil rigs, tow them to location, and anchor them up. AHTS vessels differ from Platform supply vessels (PSVs) in being fitted with winches for towing and anchor handling, having an open stern to allow the decking of anchors, and having more power to increase the bollard pull. The machinery is specifically designed for anchor handling operations. They also have arrangements for quick anchor release, which is operable from the bridge or other normally manned location in direct communication with the bridge. The reference load used in the design and testing of the towing winch is twice the static bollard pull.

321. Safety Standby / Utility Vessels (STBY) were developed to provide standby, rescue & emergency duties, and to aid closely in the installation and preparation of rescue operations such as helicopter landing and take offs, and helping personnel working over side and near or in the water.

322. “TUG” notation attributed to a supply vessel means the supply vessel is equipped for towing in conformity with Part II, Title 42.

323. A DP-system consists of components and systems acting together to achieve sufficiently reliable position keeping capability. The necessary reliability is determined by the consequence of a loss of position keeping capability. The larger the consequence, the more reliable the DP-system shall be.

- a. To achieve this philosophy the requirements have been grouped into three equipment classes. For each equipment class the associated worst case failure shall be defined as in F4.201 below.
- b. The equipment class of the vessel required for a particular operation shall be agreed between the owner of the vessel and the customer based on a risk analysis of the consequence of a loss of position. Else, the Administration may decide the equipment class for the particular operation.

c. IMO Resolution MSC/645 as amended establishes the equipment classes defined by their worst case failure modes as follows:

c.1. **For equipment class 1**, loss of position may occur in the event of a single fault.

c.2. **For equipment class 2**, a loss of position is not to occur in the event of a single fault in any active **component** or system. Normally static components will not be considered to fail where adequate protection from damage is demonstrated, and reliability is to the satisfaction of the Administration. Single failure criteria include:

c.3. Any active component or system (generators, thrusters, switchboards, remote controlled valves, etc.).

c.4. Any normally static component (cables, pipes, manual valves, etc.) which is not properly documented with respect to protection and reliability.

c.5. **For equipment class 3**, a single failure includes the items listed above for class 2, and any normally static component is assumed to fail.

i. All components in any one watertight compartment, from fire or flooding.

ii. All components in any one fire subdivision, from fire or flooding.

c.6. **For equipment classes 2 and 3**, a single inadvertent act shall be considered as a single fault if such an act is reasonably probable.

324. “Lay up”- Upon Owners’ request, a ship out-of-commission may be subject to specific requirements for maintenance of class during the period of inactivity.

a. **Hot ship short term lay-up:** This lay-up condition is suitable for up to a month out of service. The vessel is held within Class and Flag State requirements, although crew may be reduced to certified minimum safety crewing limits, except if, by request to the Maritime Authority, a crew level below the safety manning is granted.

b. **Hot ship longer term lay-up:** This lay-up condition is typically defined for a maximum period of 12 months out of service. The vessel’s crew may be reduced below the Safety Manning level in agreement with the Flag State, the Classification Society and the Insurance Company. Engineering and navigation officers are required among the reduced crew.

c. **Cold ship lay-up not exceeding 5 years:** This is a lay-up condition suitable for up to five years out of service and requires the vessel to be moored in a secure location. All systems are shut down with minimum on-going maintenance to prevent deterioration of the hull structure and machinery.

d. **Cold ship long term lay-up:** This is a lay-up condition suitable for more than five years out of service. In this condition, the extent of preparations will be comprehensive. It is recommended that original equipment manufacturers are consulted for critical equipment.

B4. CLASS AND CORRESPONDING REQUIREMENTS

100. Description of the requirements

101. The requirements for the assignment of a CLASS are contained in the specific items of the RULES. To witness the compliance with these requirements assures the quality level and gives the right to the issuance of the Certificates of Class.

B5. PERIOD OF VALIDITY OF A CYCLE OF CLASS

100. Validity of the CLASS

101. The validity of the CLASS is assigned for a period established in the Rules, which is a function of characteristics of the vessel, the type of service and the navigation area. The period thus assigned is denominated CYCLE OF CLASS

102. During the period of the cycle of class **periodical surveys** are carried out to verify the continuation of conformity. At the end of the cycle of class a renewal survey is carried out, after which a new cycle of class is established.

103. To establish the period of validity of a Class, i.e., the period for the cycle of class, refer to Part 1, Title 01, Section 1 – SURVEYS - PERIODICITY

200. Suspension or withdrawal of CLASS

201. It is understood that the Maintenance of Class depends upon the fulfilment of the requirements for periodic surveys, or requirements deriving from eventual damage to the ship, or any other condition which may affect the condition or characteristics of the vessel. The suspension or withdrawal of Class occurs by noncompliance with the Rules, failure to carry out the required repairs / corrections, failure to carry out the required periodic surveys or lack of settlement of the due classification fees.

202. The suspension occurs in cases of delay in carrying out the required surveys or lack settlement of the classifications fees not later than the due date of the next periodic survey, or at the discretion of RBNA, for failure to comply with requirements in the imposed dates. The suspension remains until the pending surveys are completed, the outstanding conditions of class deleted, the outstanding requirements are fulfilled or the outstanding fees settled, i.e., until the elimination of all the factors that led to the suspension. In case the above deadlines are exceeded, Class will be withdrawn. The return to Class after withdrawal will depend upon the results of a Survey for Admission to Class.

203. For any of the above reasons the suspension or withdrawal of the class does not depend on verbal or written notification to the Owner by RBNA. Under the Delegation of Powers Agreement with DPC (Directorate of Ports and Coasts) to perform statutory surveys, this fact is communicated to them.

300. Vessels temporarily out of service (“laid up”)

301. Where the Owners’ request the maintenance of Class during the period the vessel will remain laid up (out of service), the RBNA will instruct regarding special surveys to be performed during this period in accordance with Part II, Title 101 of the Rules.

CHAPTER C REGISTER OF SHIPS

CHAPTER CONTENTS

C1. RECORDS OF CHARACTERISTICS

C2. CONTROL OF CLASS STATUS

C3. SHIP’S REGISTRATION NUMBER

C1. REGISTER OF THE VESSEL’S PARTICULARS

100. Contents of the REGISTER OF SHIPS

101. The Register of Ships is to include fields with the particulars of the ships in class, containing, at least:

- a. RBNA’s Registration Number;
- b. Identification of Owner and Shipbuilder;
- c. Mention of Class;
- d. Hull particulars;

- e. Machinery and power generation particulars, and
- f. Dates of the periodic surveys to maintain the vessel in CLASS.

200. Issuing and updating the REGISTER OF SHIPS

201. The Register of Ships is available on the RBNA official site, and kept continually updated.

C2. CONTROL OF THE “STATUS OF CLASS”

100. Control of the periodic surveys

101. The Status of Class is available on the RBNA official site, and kept continually updated with the current position of:

- a. Validity of certificates;
- b. Due dates of the periodic surveys;
- c. Last surveys carried out;
- d. Any conditions for the maintenance of Class and their deadlines.

102. The " STATUS OF CLASS " is accessed by the responsible parties by means of a password informed by the RBNA Head Office to the interested party.

C3. SHIP’S REGISTRATION NUMBER

100. Registration Number for ships in class

101. The registration number of the ship in RBNA is assigned at the time of admission to Class, comprising the letters RB and three digits. This symbol represents a file number in RBNA and is mentioned in all interventions related to classification and in any correspondence. For example: RB001.

200. Number of the Service Order for the admittance to Class

201. The Service Order for admittance to class is assigned the same number as for classification and registration. This symbol also represents the service order in RBNA and is mentioned in all interventions on the early stages of classification.

CHAPTER D RBNA RULES

CHAPTER CONTENTS

- D1. PURPOSE AND IDENTIFICATION
 - D2. TEXT AND EVOLUTON OF THE RULES
 - D3. ORGANIZATION OF THE RULES
 - D4. BASIC TEXT AND SPECIFIC TEXTS
 - D5. IDENTIFICATION OF TEXTS RELATING TO ISSUING STATUTORY CERTIFICATES
-

D1. PURPOSE AND IDENTIFICATION

100. Establishment of criteria

101. The RULES establish criteria for the design, the conditions and details of the shipbuilding as well as the parameters to assess compliance to the Rule requirements, for the specific CLASS to be attributed to the ship.

200. Identification of the present Rules

201. The present Rules are identified by the following symbol:

- a. “RGMM12EN” (*) with the following meanings:
 - a.1. RG: classification rule;
 - a.2. M: open sea navigation;
 - a.3. M: steel and other metals
 - a.4. 12: 2012 edition;
 - a.5. PT: in Portuguese;
 - a.6. (*) Other languages:
 - a.7. “EN” in English.
 - a.8. “ES” in Spanish

D2. TEXT AND EVOLUTION OF THE RULES

100. Text

101. The text of the rules aims to cover the technology of design and building of vessels, so as to establish design criteria and procedures for surveys, aimed at preventing the occurrence of accidents, within the existing "State of the art".

200. Issuing and updating of the RBNA RULES

201. The updating of the whole or of parts of the RULES is issued on even-numbered years.

202. The RULES are available on the RBNA official site.

300. Evolution of the RULES

301. Evolution occurs through feedback from the work of Technical Committees of RBNA, based on the analysis of the facts occurring in navigation, reports of surveys and subjects brought by practitioners.

D3. ORGANIZATION OF THESE RULES

100. Criterion of the organization

101. The basic organization of the rules is the division in PARTS that focus on groups of the same type. The secondlevel, the TITLES, group subjects that aggregate SECTIONS relevant to the nature of the PARTS.

102. PART I focuses on the administration of the Classification.

103. PART II covers technological groups, in the design, construction and inspection of vessels. These technological groups are divided into SECTIONS.

104. PART III focuses on the inspection of materials and equipment to be incorporated on board.

105. The TITLES in Part II correspond to ships by type of service or cargo. Its SECTIONS include the requirements by technological type.

200. Organization of the first division

201. These Rules are organized in the first Division, by PARTS that include:

- a. **PART I: CLASS MANAGEMENT**
- b. **PART II: RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF VESSELS IDENTIFIED BY THEIR MISSIONS.**
- c. **PART III: CONSTRUCTION COMPONENTS**

202. The division of the PARTS regards the type of the user's focus, as follows:

- a. **PART I:** concerns the administrator engaged in the following stages:
 - a.1. qualifying the construction under a CLASS and being assigned a CLASS

- a.2. scheduling surveys to maintain in CLASS existing ships in operation.

- b. **PART II:** concerns the designer, builder, installer and maintainer of the hull, machinery, electricity, marine and electronics.
- c. **PART III:** concerns the manufacturers of industrial components and the buyers of the components.

300. Organization of the second level

301. The second level of the present Rules is organized by type of approach or by technology, in SECTIONS.

302. The designation of the covered SECTIONS is expressed in the part INTRODUCTION of these Rules.

D4. BASIC TEXT AND SPECIFIC TEXTS

100. Application of the texts

101. In PART II the basic text is applicable to dry cargo ships in general, contained in TITLE 11.

102. The texts referring to ships destined to specific missions (or TITLES) are presented in sequence

103. In the specific TITLES, where reference is made to the requirements which are the same as those in TITLE 11, such requirements in general are neither repeated nor copied. However, reference is made to TITLE 11.

104. The table at the INTRODUCTION of the Rules shows the general and specific texts which are applicable to each TITLE.

D5. IDENTIFICATION OF TEXTS RELATING TO THE ISSUING OF STATUTORY CERTIFICATES

100. Marking of the texts

101. The texts of these Rules, which cover requirements from Conventions, Codes and Resolutions adopted by governmental Authorities and, in particular, from the DPC in Brazil, or other national or international regulations, is marked with a border line on the left margin, as exemplified in this very paragraph.

102. For the meaning of the term “statutory”, see Part. I, Title. 01, Section 2, Chap. G, STATUTORY SURVEYS.

CHAPTER E CLASSIFICATION CONTRACT

CHAPTER CONTENTS

- E1. REQUEST FOR THE ASSIGNMENT OF A CLASS
- E2. COMMITMENT OF THE CONTRACT
- E3. VALIDITY OF THE CONTRACT

E1. REQUEST FOR THE ASSIGNMENT OF A CLASS

100. Request form

101. The request form is a form to be fulfilled by the contractor, responsible for the ship, with the ship’s particulars, mission and area of navigation.

102. Based on this document, RBNA will establish the adequacy of assigning a CLASS as requested, which will be granted upon satisfactory results at the end of the inspections, surveys and tests.

E2. COMMITMENT OF THE CONTRACT

100. Commitment of the Contracting Parties

101. Under the contract of classification, the Contracting parties, responsible for the ship, undertake to make available and forward to RBNA all the documents and facts of the construction and operation of the ship, as required for the classification of the vessel.

200. Commitment of the Contracted Party

201. Under the contract of classification, the Contracted Party, RBNA, undertakes to analyse the design and periodically check the conditions of the vessel, so as to be continually able to issue or endorse the CERTIFICATE OF CLASS, in accordance with the RULES.

E3. VALIDITY OF THE CONTRACT

100. Routine procedure

101. Generally, the contract is valid during the lifespan of the vessel, unless:

- a. One of the Parties wills to modify or cancel the contract, giving a 90 (ninety) day notice;

- b. The Contracting Parties loose the right to the assigned Class, in accordance with subchapter B5 above.

102. Where an updated edition of the Rules is launched, ships previously in CLASS will be given special consideration in case a new requirement is not met.

200. Special condition

201. Where there are periodic renewals with defined time limits this will be registered in the contract of classification.

CHAPTER F CLASS CERTIFICATE

CHAPTER CONTENTS

- F1. CLASS CERTIFICATE
- F2. VALIDITY OF THE CERTIFICATE
- F3. AUTHORITY TO ISSUE THE CERTIFICATE

F1. CLASS CERTIFICATE

100. Division in two certificates

101. Two CLASS CERTIFICATES will be issued:

- a. **HULL CLASS CERTIFICATE** and
- b. **MACHINERY CLASS CERTIFICATE.**

102. The HULL CLASS CERTIFICATE covers the sections of naval architecture, structure, hull equipment and accommodations.

103. The MACHINERY CLASS CERTIFICATE covers the sections of mechanical components, engines, piping, electricity and electronics.

F2. VALIDITY OF THE CLASS CERTIFICATE

100. Normal Condition

101. The CLASS CERTIFICATE is valid during the assigned Cycle of Class, provided that the endorsements concerning the realization of the periodic and occasional surveys are made in due time.

200. Special Condition

201. A verification of the status of the vessel or an occurrence may lead to remarks regarding the duration of the Cycle of Class.

F3. AUTHORITY TO ISSUE THE CERTIFICATE

100. Condition

101. The RBNA CLASS CERTIFICATE is valid only when it is issued by qualified RBNA personnel.

102. All RBNA certificates, declarations of compliance with the RULES or endorsements of certificates are also valid only when issued by qualified RBNA personnel.

CHAPTER G VESSEL CONDITIONS FOR THE CLASSIFICATION

CHAPTER CONTENTS

- G1. CONSTRUCTION STATUS
- G2. SHIP OPERATION

G1. STAGE OF BUILDING

100. Classification of ships in a stage prior to building

101. When the Classification Society is called to supervise a ship in a stage prior to construction, the design is to be submitted for assessment and approval before the building commences, including the specification and/or drawings of the components.

102. Where the newbuilding is under supervision of RBNA, this will be indicated in the assigned Class Notation after all inspection, tests and sea trials have been concluded.

200. Classification of ships where building is already under way

201. When the Classification Society is called to supervise the classification of a ship where the building is already under way, the design is to be submitted for assessment and approval, including the specification and/or drawings of the components.

202. The assigned Class Notation will indicate the condition in which the RBNA carried out a **partial** supervision of the construction.

300. Existing ships

301. When the Classification Society is called to assign a Class to an existing ship, the design is to be submitted for assessment and approval, including the specification and/or drawings of the components.

302. The assigned Class Notation will indicate the condition that the ship was not built under the supervision of the RBNA.

400. Classification of ships that have undergone extensive repair or conversion

401. The design is to be submitted for assessment and approval, including the specification and/or drawings of the components.

402. The assigned Class Notation will indicate the condition that the ship has undergone an extensive repair / conversion under the supervision of the RBNA.

G2. SHIP OPERATION

100. Qualification of the ship operators

101. It is understood that the ship operation is carried out by qualified personnel, able to safeguard the ship against abnormal efforts. The special conditions provided for loading must be clearly indicated in the plans submitted to approval.

CHAPTER H WORK REMUNERATION

CHAPTER CONTENTS

H1. PURPOSE

H1. PURPOSE

100. Purposes of the remuneration

101. The intervention and performance of services rendered by the RBNA on design approval and assessment, supervision of manufacturing and building, and supervision of vessels in operation, will give rise to remuneration for such services.

102. This remuneration is intended for payment of its employees, its facilities, its taxes and investment in development of its rules, its organization and its operations.

103. Services in overtime will be computed. Locomotion and other expenses relating to attendances also shall be computed.

CHAPTER I RESPONSABILITY

CHAPTER CONTENTS

I1. PURPOSE

I1. PURPOSE

100. Responsibility for the classification

101. RBNA has its responsibility dictated and restricted to the application of these Rules, assuming the obligation that these Rules are consistent with the necessary quality of the end product: the vessel, in relation to its safety, when employed in the mission for which it assigned a class.

200. Responsibility for statutory surveys

201. The responsibility is defined by the Agreement of Delegation signed with DPC.

CHAPTER J INTERVENTIONS NOT RELATED TO THE CLASSIFICATION

CHAPTER CONTENTS

J1. FIELD OF APPLICATION

J1. FIELD OF APPLICATION

100. Condition of expertise

101. The RBNA, In addition to issuing the CLASS CERTIFICATE, which declares conformity with its own RULES, the RBNA is entitled to:

- a. Issue certificates of conformity with Technical and Industrial Standards in general; and
- b. Certify compliance with REGULATIONS, ORDINANCES, etc., for which RBNA has been entitled through delegation or authorization agreements.

102. In the first case cited above, a certificate of conformity to technical and industrial standards is issued after an assessment survey, by which materials and equipment are certified as listed in the certificate.

103. In the second case cited above, a certificate of conformity with national or international regulations is issued.

For this matter see Part. I, Title 01, Section 2, Chapter G, STATUTORY SURVEYS.

CHAPTER K PROCEDURES FOR TRANSFER OF CLASS

CHAPTER CONTENTS

K1. PURPOSE

K2. PROCEDURAL REQUIREMENTS

K1. PURPOSE [IACS PR-1A; Annex 3]

100. Purpose

101. This Chapter adopts requirements from IACS Procedure, PR-01A "Procedure for Transfer of Class."

102. This Chapter contains requirements pertaining to transfer of class from one Society (i.e. losing Society) to another Society (i.e. gaining Society) and is applicable, unless stated otherwise, to vessels of over 100 GT of whatever type, self-propelled or not, restricted or unrestricted service, except for "inland waterway" vessels.

103. Compliance with this Chapter does not exempt from meeting the relevant requirements of NORMAM 01 for transfer of class.

200. Application

201. The obligations of this Chapter apply to Classification Societies which are subject to verification of compliance with the IACS Quality System (QSCS).

202. This Chapter is to be implemented for requests for transfer of class, or requests for adding class, or requests from an Owner pertaining to his intention to withdraw from class from another Society, or advice by the withdrawing Society that class has been withdrawn, received on or after 1 July 2011.

203. This Chapter rules over the requirements to be applied when RBNA is a losing or a gaining Society. The requirements for the other Society, gaining or losing as opposed to RBNA's role, have been maintained from the IACS Procedures.

300. Terms and definitions

301. 'At vessel's delivery' means that the new construction survey process is completed, the first Certificate of Class is delivered and the vessel has not departed from the yard.

302. 'First Certificate of Class' means either Interim Certificate of Class or Full Term Certificate of Class or another Certificate serving the same purpose.

303. 'Gaining Society' means a Classification Society which accepts a vessel for its classification only after all overdue surveys; overdue recommendations or overdue conditions of class previously issued against the vessel have been completed by or as specified by the losing Society.

304. 'Interim Certificate of Class', or Interim Class Certificate, is the certificate issued immediately upon completion of the survey of the vessel to enable it to trade while the report of the classification surveys is processed by the gaining Society pursuant to issuing its full term Class Certificate.

305. 'Losing Society' means the Classification Society from which class is being transferred. In the case of vessels classed by more than one Society, 'losing Society' means all Classification Societies from which class is being transferred.

306. 'Outstanding' means still to be dealt with.

307. 'Overdue' means overdue on the date the losing Society receives the request by the gaining Society for its current classification survey status.

308. 'Recommendations' and 'Conditions of Class' are to be read throughout this Procedural Requirement as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain class.

K2. PROCEDURAL REQUIREMENTS

100. Obligations and reporting of the gaining society

101. Whenever a Society is requested by an Owner to accept an existing vessel into class, the gaining Society is to immediately notify the Owner in writing that:

- a. the relevant surveys specified in Part I, Title 01, Section 2, subchapter C3 are required to be satisfactorily completed for entry into class;
- b. for vessels less than 15 years of age, an Interim Certificate of Class can be issued only after the gaining Society has completed:

b.1. all overdue surveys; and

b.2. all overdue recommendations / conditions of class previously issued against the vessel as specified to the Owner by the losing Society;

- c. for vessels 15 years of age and over, an Interim Certificate of Class can be issued only after the losing Society has completed:
 - c.1 all overdue surveys and
 - c.2. all overdue recommendations / conditions of class previously issued against the vessel.
- d. any outstanding recommendations / conditions of class are to be dealt with by their due dates;
- e. the principles given in items K2.101.a , K2.101.b and K2.101.c above apply to any additional recommendations / conditions of class issued against the vessel arising from surveys which were not included in the initial survey status provided to the gaining Society by the losing Society because the surveys were carried out in close proximity to the request for transfer of class. Such additional recommendations / conditions of class if received after the issuance of the Interim Certificate of Class by the gaining Society and which are overdue are to be dealt with at the first port of call by the relevant Society depending on the age of the vessel;
- f. copies of the plans listed in Part I, Title 01, Section 2, subchapter C3 are to be provided to the gaining Society as a prerequisite to obtaining a full term Class Certificate. If the Owner is unable to provide all of the required plans, the gaining Society is to request that the Owner authorise the losing Society to transfer copies of such of these plans as it may possess directly to the gaining Society upon request from the gaining Society, with the advice that the losing Society will invoice the gaining Society and the gaining Society may, in turn, charge the associated costs to the Owner.

102. Prior to issuing an Interim Certificate of Class the gaining Society is to obtain:

- a. from the Owner, a written request for transfer of class, containing an authorization for the gaining Society to obtain the current classification status from the losing Society; and
- b. the current classification survey status from the Headquarters of the losing Society or one of its designated control or management centres.

103. Within two working days of receipt of a written request from the Owner for transfer of class at a Society's Headquarters or one of its designated control or management centres, the gaining Society is to notify the losing Society of the requested transfer of class, to be calculated from the date of delivery to the "Date Request for Class was Received" in the relevant form as per RBNA Quality System, completed and attaching the Owner's authorization for release of the survey status. If the gaining Society does not receive the classification survey status from the losing Society within three working days from request, the

gaining Society may utilise the losing Society's survey status information provided by the Owner and, after complying with the other relevant requirements of this Procedural Requirement, may issue an Interim Certificate of Class. In such cases, a statement is to be included in or with the Interim Certificate of Class reminding the Owner that the conditions of Part I, Title 01, Section 1, K2.101 are still applicable.

104. The gaining Society is not to issue an Interim Certificate of Class, or other documents enabling the vessel to trade:

- a. Until all overdue surveys and all overdue recommendations / conditions of class previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by:
 - a.1. the gaining Society, for vessels less than 15 years of age;
 - a.2. the losing Society, for vessels 15 years of age and above; and
- b. Until all relevant surveys specified in Part I, Title 1 Section 2, sub chapter C3 have been satisfactorily completed; when facilities are not available in the first port of survey, an Interim Certificate of Class may be issued to allow the vessel to undertake a direct voyage to a port where facilities are available to complete the required surveys. In such cases: The surveys under reference are to be carried out to the maximum extent practicable at the first port of survey, but in no case less than the scope of annual hull survey and machinery surveys;
- c. before giving the opportunity to the Flag Administration to provide any further instructions within three working days.

105. The validity of the Interim Certificate of Class and the subsequent Class Certificate is subject to any outstanding recommendations / conditions of class previously issued against the vessel being completed by the due date and as specified by the losing Society. Any outstanding recommendations / conditions of class with their due dates are to be clearly stated on the:

- a. Interim Certificate of Class or an attachment to the Interim Certificate of Class, and/or class survey record available on board; and
- b. survey status when the full term Class Certificate is issued.

106. The gaining Society is, within one month from issuing its Interim Certificate of Class, to advise the losing Society of the date of issuing this certificate and confirm the date, location and action taken to satisfy each overdue survey and overdue recommendation / condition of class, if any, issued against the subject vessel as specified to the

Owner by the losing Society. The report of the relevant form as per RBNA Quality System duly completed is to be used.

107. Any additional information regarding outstanding surveys or recommendations / conditions of class received from the losing Society is to be dealt with in accordance with K2.104 and K2.105 above, as applicable, and reported to the losing Society with relevant form as per RBNA Quality System duly completed within in (1) month from the completion of the survey. If this additional information is received after the Interim Certificate of Class has been issued, any surveys or recommendations / conditions of class which are overdue are to be dealt with at the first port of call:

- a. by the gaining society in vessels less than 15 years of age
- b. by the losing Society in vessels 15 years of age or over.

108. If this is not accomplished, the Interim Certificate of Class is to be withdrawn immediately unless the Owner agrees to proceed directly, without further trading, to a suitable port where any overdue surveys or overdue recommendations / conditions of class are to be carried out by the relevant Society based on the age of the vessel.

109. Prior to final entry into class the gaining Society's obligation is:

- a. to carry out the review of class survey records of the losing Society to the extent deemed necessary but not less than the contents specified in item K2.112 below in order to be reviewed by an authorized person;
- b. to advise the losing Society in writing of the anticipated date of final entry into class and that IACS PR 1A Form G with Parts A, B and B-1 (when applicable) duly completed as been sent.

110. The gaining Society may, if deemed necessary, carry out the review of class survey records of other Societies, which had previously classed the vessel.

111. Within one month of the date of final entry into class, the gaining Society is to dispatch relevant form as per RBNA Quality System as applicable duly completed, to the losing Society. In cases where the losing Society has reported recommendations / conditions of class on the vessel, the gaining Society is to provide to the losing Society, together with relevant form as per RBNA Quality System, an itemised list of actions taken with the date and location and actions to be taken, to satisfy each recommendation / condition of class. The gaining Society is to confirm in writing the date of final entry into class to the flag State within one month of the date of final entry into class.

112. The reporting by gaining Society to losing Society is to be done in accordance with the Harmonization of Reporting in K2.600 below.

113. Content of Vessel's History Report Regarding Class Items [ANNEX 3 IACS PR-1]

- a. Damages by events and dates *
- b. Major repairs / rectifications by dates *
- c. Conversion of hull-dates *
- d. Major alterations of machinery installation-dates *
- e. Condition evaluation / hull summary report if applicable
- f. Type of cargoes (coal, logs, aggressive bulks, chemical product, type of oil) when available
- g. History of recommendations / conditions of class *
- h. Thickness measurements from last Special Survey and subsequent thickness measurements, including areas with substantial corrosion
- i. Report of last Special Survey and subsequent periodical reports
- j. Information on coating condition of water ballast tanks (including non ESP vessels) *
- k. Restrictions / limitations in navigation area
- l. Optional photos when available

(*) As retained by the losing Society.

200. Obligations and reporting of the losing Society

201. If an Owner advises the losing Society of an intention to transfer class, the losing Society is to immediately confirm to the Owner any overdue surveys and outstanding recommendations / conditions of class, together with any outstanding fees.

202. The losing Society:

- a. within two working days of receipt of a written request at its Headquarters or one of its designated control or management centres, is to notify the gaining Society the latest class details in its possession including a full list of overdue surveys and recommendations / conditions of class - with the respective due dates - issued against the subject vessel. For vessels under Enhanced Survey Programme, the following documentation is also to be provided:
 - a.1. the most recent Condition Evaluation Report/Executive Hull Summary Reports;

- a.2. any available Survey Planning Document for the forthcoming special or intermediate survey, regardless of whether the gaining Society intends to credit or not class entry surveys as periodical surveys for maintenance of classification.
 - a.3. In cases where the class status is received in a language not readily understood by the gaining Society or contains vague or unclear descriptions, the losing Society is to provide additional detailed information in English language on request of the gaining Society. The losing Society is obliged to advise the gaining Society of the possibility of further recommendations / conditions of class arising from surveys which the losing Society knows have been carried out but for which reports have not yet been received. The report Form L in PG-06 Annex 1 with Part A completed is to be used by the losing Society to report on the class status. Details may be amplified, if necessary, in accompanying documents.
 - b. is obliged to make available, within one month of the receipt of the request, all class survey records to the gaining society for record review and relevant reporting, to the extent this information is in the possession of the losing Society, to enable the gaining Society to construct the Vessel's History Report outlined in K2.112, in accordance with K2.108 above.
 - c. alternatively, upon request is obliged to provide, within one (1) month of the receipt of the request, a copy of all the class survey records to the gaining Society, to enable the gaining Society to construct the Vessel's History Report. These survey records will be transferred electronically if electronic files are available.
 - d. is also to submit, within one month of the receipt of the request, any Vessel's History Report regarding class items available from prior transfers of class performed after 1 July 2001.
203. The losing Society has one month from issuance of its survey status to the gaining Society to forward to the gaining Society:
- a. the additional information on outstanding surveys and/or recommendations / conditions of class arising from surveys performed proximate to the date of Owner's written request for transfer of class which were not included in said status, by dispatching Form L in IACS PR 1A Annex 1 with Part A-1 duly completed; and
 - b. the structural diminution allowances which were applying to the vessel, by dispatching Form L in

IACS PR 1A Annex 1 with Parts A and A-1 (when applicable) duly completed.

204. To ensure mutual exchange of information on vessels transferring class and on the survey status of such vessels, the losing Society is, on completion of a withdrawal of class, to dispatch Form L in IACS PR 1A Annex 1, with Parts A, A-1 (when applicable) and B duly completed, to the TOC (transfer of class) database and to the gaining Society.

205. Should the losing Society, upon receiving information from the gaining Society pursuant to the disposition of the transfer of class, have clear grounds for believing that the gaining Society did not fulfil its obligations as specified in K2.200, the losing Society is to notify the gaining Society of its concerns and attempt to resolve any differences.

206. Societies who had classed the vessel prior to the losing Society have the same obligations as the losing Society, which are given in K2.202.b or K202.c, if so requested by the gaining Society, in accordance with K2.109 above.

300. Transfer of class at vessel's delivery

301. The procedural requirements for transfer of class at vessel's delivery are applicable when the Society which has carried out the new construction technical review and surveys (i.e. Losing Society) has issued its first Certificate of Class.

302. Whenever a Society is requested by an Owner to accept a vessel into class at its delivery, that Society, i.e. the gaining Society, is to immediately notify the Owner in writing that:

- a. any outstanding recommendations / conditions of class are to be dealt with by their due dates;
- b. copies of the plans listed in Part I, Title 1, Section 2, Item C3.203 are to be provided to the gaining Society as a prerequisite to obtaining a Full Term Certificate of Class.

If the Owner is unable to provide all of the required plans, the gaining Society is to request that the Owner authorize the losing Society to transfer copies of such of these plans as it may possess directly to the gaining Society upon request from the gaining Society, with the advice that the losing Society will invoice the gaining Society and the gaining Society may, in turn, charge the associated costs to the Owner.

303. Prior to issuing an Interim Certificate of Class on the date of the vessel's delivery, the gaining Society is to obtain:

- a. from the Owner, a written request for transfer of class at vessel's delivery, containing an authorisation for the gaining Society to obtain a copy of the

- first Certificate of Class, from the losing Society; and
- b. the first Certificate of Class from the Headquarters of the losing Society or one of its designated control or management centres or from the attending Surveyor at the yard of the builder including any outstanding recommendations / conditions of class and information normally contained in the classification status.
304. After receipt of a written request from the Owner for transfer of class at a Society's Headquarters or one of its designated control or management centres, the gaining Society is to notify the losing Society of the requested transfer of class using the Form G in IACS PR 1A Annex 1 with Part A completed and attaching the Owner's authorisation for release of the first Certificate of Class, including the list of any recommendations / conditions of class - with the respective due dates - issued against the subject vessel and information normally contained in the classification status. If the gaining Society does not receive the above documents from the losing Society on the date of the vessel's delivery, the gaining Society may utilise the losing Society's said documents provided by the Owner and, after complying with the other relevant requirements of this Procedural Requirement, may issue an Interim Certificate of Class on the date of the vessel's delivery. In such cases, a statement is to be included in or with the Interim Certificate of Class issued by the Gaining Society reminding the Owner that the conditions of K2.302 are still applicable.
305. The Gaining Society is not to issue an Interim Certificate of Class, or other documents enabling the vessel to trade:
- a. until all relevant surveys specified in Part I, Title 01, Section 2, subchapter C3 have been satisfactorily completed; and
- b. before giving the opportunity to the Flag Administration to provide any further instruction within three working days.
306. The validity of the Interim Certificate of Class and the subsequent full term Certificate of Class issued by the Gaining Society is subject to any outstanding recommendations / conditions of class previously issued against the vessel being completed by the due date and as specified by the losing Society. Any outstanding recommendations / conditions of class with their due dates and information normally contained in the classification status are to be clearly stated on the:
- a. First Certificate of Class or an attachment to the First Certificate of Class and/or class survey record available on board.
- b. Survey status when the full term Certificate of Class is issued.

307. The gaining Society is, within one month from issuing its Interim Certificate of Class, to advise the losing Society of the date of issuing this certificate. The report Form G in IACS PR 1A Annex 1, with Parts A and B duly completed is to be used.

308. Within one month of the date of final entry into class, the gaining Society is to dispatch Form G in IACS PR 1A Annex 1, with Parts A, B, and C duly completed to the losing Society. In cases where the losing Society has reported recommendations / conditions of class on the vessel, the gaining Society is to provide to the losing Society, together with Form G, an itemised list of actions taken with the date and location and actions to be taken, to satisfy each recommendation / condition of class.

309. The reporting by gaining Society to losing Society, required in K2.308, is to be done in accordance with the Harmonization of Reporting in K2.600 below.

400. Obligations and reporting of the losing Society

401. Upon receipt of a written request at its Headquarters or one of its designated control or management centres and on the date of the vessel's delivery, the losing Society is to submit to the gaining Society its first Certificate of Class, including the list of any recommendations / conditions of class - with the respective due dates - issued against the subject vessel and the list of any information normally contained in the classification status. The report Form L in Annex 1 with Part A completed is to be used by the losing Society. Details may be amplified, if necessary, in accompanying documents.

402. The losing Society has one month from issuance of its first Certificate of Class to the gaining Society to forward to the gaining Society the structural diminution allowances which were applying to the vessel, by dispatching Form L in IACS PR 1A Annex 1 with Parts A and A-1 duly completed.

403. To ensure mutual exchange of information on vessels transferring class, the losing Society is, on completion of a withdrawal of class, to dispatch Form L in PR-06 Annex 1, with Parts A, A-1 and B duly completed, to the TOC database and to the gaining Society.

404. Should the losing Society, upon receiving information from the gaining Society pursuant to the disposition of the transfer of class, have clear grounds for believing that the gaining Society did not full fill its obligations, the losing Society is to notify the gaining Society of its concerns and attempt to resolve any differences.

500. Other requirements

501. The obligations of the gaining and losing Societies continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class, irrespective of class status in the meantime.

502. As the ship may be laid up, the gaining Society is to check the classification status from the previous Society in order to verify if present Chapter K is applicable.

600. Harmonization of reporting

601. The table T.K2.601.1 gives the requirements for harmonization of reporting.

700. When a ship changes class, it is recommended that:

- a. the losing Society, be willing, upon request of the Head Office of the gaining Society, to submit copies of the following statutory documentation, as applicable, within the limitations set by the Flag state concerned and by national legal constraints:
 - a.1. freeboard calculation (LLC 1930/1966)
 - a.2. initial freeboard survey report
 - a.3. subdivision calculation (Reg. 27, LLC 66)
 - a.4. stability manual as approved and placed onboard ship
 - a.5. safety equipment record (SOLAS 74 as amended)
 - a.6. MARPOL 73/78 Documentation in case of Oil Tankers:
 - a.7. COW survey reports according to IMO Resolution A 446(XI), para. 4.2.10

- a.8. Approved calculations of limitation of size and arrangement of cargo tanks
- a.9. Approved calculations of sub-division and stability
- a.10. statutory certificates including their supplement
- a.11. certificates issued in accordance with other international statutory instruments, e.g. Codes
 - i. text of statutory recommendations
 - ii. Condition Evaluation Reports for vessels subject to Enhanced Survey Requirements
- b. transfer of additional material supporting the issuance of statutory certification be favourably considered by the losing Society, upon request by the gaining Society, within the limitations set by the Flag state concerned and by national legal constraints; and that
- c. copies of such items as the freeboard calculation, initial freeboard survey report, safety equipment record and IOPP Certificates and initial survey reports be submitted free of charge whereas, for copies of voluminous documentation (e.g., subdivision and damage stability calculations, manuals, etc.), it would be appropriate to charge the cost of copying and distribution.

TABLE T.K2.601.1 - HARMONISATION OF REPORTING

ITEM	ACTION	LOCATION	DATE	GAINING SOCIETY'S REPORT REQUIREMENTS
Overdue Survey	Commenced	Port	Survey Date	List items credited and items remaining to be credited, if any. Explain why the entire survey was not completed at this port. List conditions for direct voyage to port where survey will be completed, including the need to discharge current cargo if applicable.
Overdue Survey	Continued	Port	Survey Date	In case where surveys are continued at the port where the current cargo is discharged, list items credited and items remaining to be credited, if any. Explain why the entire survey was not completed at this port. List conditions for direct voyage to port where the survey will be completed.
Overdue Survey.	Completed	Port	Survey Date	List place and date where survey was completed.
Overdue recommendation/condition of class.	Cleared	Port	Survey Date	Explain actions taken to complete overdue recommendation/condition of class as specified by the losing Society.
Overdue recommendation/condition of class.	Commenced	Port	Survey Date	In case where overdue recommendations/conditions of class are postponed or partly postponed at the port where the current cargo is discharge, list items credited, if any. Explain why the overdue recommendation was not completed at this port. List conditions for discharge voyage to port where recommendation will be completed as specified by losing Society.
Overdue recommendation/condition of class	Cleared	Port	Survey Date	List date, place and actions take for completion of overdue recommendations/conditions of class.

CHAPTER L PROCEDURES FOR DOUBLE OR DUAL CLASS [IACS PR 1b]

CHAPTER CONTENTS

- L1. PURPOSE
- L2. TERMS AND DEFINITIONS
- L3. PROCEDURAL REQUIREMENTS
- L4. WITHDRAWING CLASS OF A SOCIETY FROM A DOUBLE OR DUAL CLASS ARRANGEMENT

L1. PURPOSE

100. Purpose

101. This Chapter is based on requirements from IACS Chapter, PR 1B “Chapters For Adding, Maintaining Or Withdrawing Double Or Dual Class”. This Chapter is applicable for vessels contracted for construction on or after 1 July 2010.

200. Application

201. This Chapter contains requirements pertaining to adding, maintaining or withdrawing a double or dual class and is applicable, unless stated otherwise, to vessels of over 100 GT of whatever type, self-propelled or not, restricted or unrestricted service, except for "inland waterway" vessels.

202. The obligations of this Chapter apply to Classification Societies which are subject to verification of compliance with IACS QSCS.

203. However, RBNA reserves the right to adopt this Chapter even for vessels not subject to the IACS QSCS system under the following conditions:

- b. Upon previous notification to the Owners that the Chapter is to be applied
- c. if not yet under the IACS QSCS system, the notifications and reports are to be sent to the Brazilian Maritime Authority DPC instead of being sent to IACS.

Note: This Chapter rules over the requirements to be followed when RBNA is one of the Societies herein mentioned. The requirements for the other Society, as opposed to RBNA's role, have been maintained from the IACS Procedure.

L2. TERMS AND DEFINITIONS

100. Terms and definitions

101. **‘Double class vessel’** is a vessel which is classed by two Societies and where each Society works as if it is the only Society classing the vessel, and does all surveys in accordance with its own requirements and schedule.

102. **‘Dual class vessel’** is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work.

103. **‘First Society’** is a Society classing a vessel which, under request of the Owner, enters a double or dual class arrangement with another Society.

104. **‘Interim Certificate of Class’**, or Interim Class Certificate, is the certificate issued immediately upon completion of the survey of the vessel to enable it to trade while the report of the classification surveys is processed by the gaining Society pursuant to issuing its full term Class Certificate.

105. **‘Outstanding’** means still to be dealt with.

106. **‘Overdue’** means overdue on the date the first or losing Society receives the request by the second or remaining Society for its current classification survey status.

107. **‘Recommendations’** and **‘Conditions of Class’** are to be read throughout this Procedural Requirement as being different terms used by Societies for the same thing i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain class.

108. **‘Remaining Society’** is a Society which keeps an existing vessel in class, when the class by the other Society involved in the double or dual class arrangement is suspended or withdrawn.

109. **‘Second Society’** is a Society which is requested by an Owner to accept an existing vessel already classed by another Society into its class under double or dual class arrangement.

110. **‘Withdrawing Society’** is a Society which withdraws its class to an existing vessel in class under double or dual class arrangement.

Note: In this Chapter, relevant form as per RBNA Quality System, K2.600 and K2.112, the withdrawing Society is sometimes referred to simply as the “losing”, when the context is obvious.

L3. ADDING CLASS OF A SECOND SOCIETY TO A VESSEL CLASSED BY FIRST SOCIETY [IACS PR 1B SECTION B]

100. Obligations of the second Society

101. Whenever a Society (i.e. second Society) is requested by an Owner to accept an existing vessel already classed by another Society (i.e. first Society) into its class under double or dual class arrangement, the second Society is to immediately notify the Owner in writing that:

- a. the second Society only accepts a vessel that is free from any overdue surveys or recommendations / conditions of class;
- b. the Owner is to inform first Society of his request to second Society;
- c. the Owner is to authorize first Society to submit to second Society its current classification status and documents as listed in K2.112 above for information and use by second Society in conducting its class entry surveys;
- d. when the Owner decides to leave the double or dual class arrangement and prior to withdrawing from the class of one of two Societies the Owner is to inform the Societies of his intended actions;
- e. when the Owner is advised that one of the Societies involved in double or dual class arrangement suspends or withdraws class the Owner is to inform the remaining Society of the action taken by the other Society without delay;
- f. copies of the plans listed in Part I, Title 01, Section 2, subchapter C3 are to be provided to second Society as a prerequisite to obtaining a full term Class Certificate. If the Owner is unable to provide all of the required plans, the second Society is to request that the Owner authorize the first Society to transfer copies of such of these plans as it may possess directly to the second Society upon request from the second Society, with the advice that the first Society will invoice the second Society and the second Society may, in turn, charge the associated costs to the Owner.

102. Within two working days of receipt of a written request from the Owner for entry into second Society's class at a Society's Headquarters or one of its designated control or management centres, the second Society is to notify the first Society of the requested entry into class using IACS Form G in Annex 1 with its Part A duly completed and attaching the Owner's authorization for release of survey status.

103. Prior to issuing an Interim Certificate of Class the second Society is to:

- a. obtain from the Owner, a written application for entry into second Society's class, containing an authorization for second Society to obtain the current classification status from the first Society;
- b. obtain the current classification survey status from the Headquarters of the first Society or one of its designated control or management centres;
- c. for double class: carry out its class entry survey in accordance with the requirements of Part I, Title 01, Section 2, subchapter C3 taking account of the recommendations / conditions of class in the status provided by the first Society;
- d. for dual class: carry out an initial survey having the scope of an annual survey as a minimum.

104. The second Society is, within one month from issuing its Interim Certificate of Class, to advise the first Society of the date of issuing this certificate. The relevant Form G as per RBNA Quality System with parts A and B duly completed is to be used. Any additional information regarding outstanding surveys or recommendations / conditions of class received from the first Society is to be taken into relevant Form G as per RBNA Quality System with part B-1 duly completed within one month from the completion of the survey.

105. Prior to final entry into the second Society's class, the second Society is obligated to:

- a. carry out the class survey record review to the extent deemed necessary, but not less than the contents specified in Part I, Title 01, Section 2, subchapter C3 in order to prepare an auditable Vessel's History Report covering the present class and prior transfer of class performed after 1 July 2001; this Vessel's History Report is to be reviewed by an authorized person;
- b. obtain plans and information in accordance with the requirements of Part I, Title 01, Section 2, subchapter C3.

106. To ensure mutual exchange of information on vessels adding class and on the survey status of such vessels, the second Society is, on completion of final entry into class, to dispatch relevant Form G as per RBNA Quality System with parts A, B, B-1 duly completed to the IACS TOC (transfer of class) database and to the first Society.

200. Obligations of the first Society

201. The first Society:

- a. within two working days of receipt of a written request at its Headquarters or one of its designated control or management centres is to notify the second Society the current classification status including a full list of surveys and recommendations / conditions of class. The most recent condition eval-

uation report/executive hull summary reports and survey planning document for the commenced Special Survey for vessels under Enhanced Survey Programme are also to be provided. In cases where the class status is received in a language not readily understood by the second Society or contains vague or unclear descriptions the first Society is to provide additional detailed information in English language on request of the second Society. The first Society is obliged to advise the second Society of the possibility of further recommendations / conditions of class arising from surveys, which the first Society knows have been carried out but for which reports have not yet been received. The report relevant Form L as per RBNA Quality System with part A completed is to be used by the first Society to report on the class status; details may be amplified, if necessary, in accompanying documents;

- b. is obliged to make available, within one month of receipt of request referred to in .1, all class survey records to the second Society for record review and relevant reporting, to the extent this information is in possession of the first Society, to enable the second Society to construct the Vessel's History Report outlined in K2.112 above, in accordance with L3.105a of this Chapter.
- c. alternatively to item L3.201.b above, upon request is obliged to provide, within one month of receipt of the request, a copy of all the class survey records to the second Society, to enable the second Society to construct the Vessel's History Report. These survey records will be transferred electronically if electronic files are available;
- d. is also to submit, within one month of receipt of the request referred to in L3.201.a above, any Vessel's History Reports regarding class items (see item K2.112) available during the present class and from prior transfers of class performed after 1 July 2001.

202. The first Society has one month from issuance of its classification status to the second Society as per L3.201 to forward to the second Society:

- a. the additional information on outstanding surveys and/or recommendations / conditions of class arising from surveys performed proximate to the date of Owner's written request for adding class which were not included in said status, by dispatching relevant Form L as per RBNA Quality System with part A-1 duly completed; and
- b. the structural diminution allowances which were applying to the vessel, by dispatching relevant Form L as per RBNA Quality System with parts A and A-1 (when applicable) duly completed.

300. Adding class of a Second Society to a vessel classed by First Society at vessel's delivery

301. The procedural requirements for adding class at vessel's delivery are applicable when the Society which has carried out the new construction technical review and surveys (i.e. First Society) has issued its first Certificate of Class.

400. Obligations and reporting of the second Society

401. Whenever a Society (i.e. Second Society) is requested by an Owner to accept a vessel already classed by another Society (i.e. first Society) into its class under double or dual class arrangement at vessel's delivery, the second Society is to immediately notify the Owner in writing that:

- a. the Owner is to inform first Society of his request to second Society;
- b. the Owner is to authorize first Society to submit to second Society its Certificate of Class;
- c. when the Owner decides to leave the double or dual class arrangement and prior to withdrawing from the class of one of two Societies the Owner is to inform the Societies of his intended actions;
- d. when the Owner is advised that one of the Societies involved in double or dual class arrangement suspends or withdraws class the Owner is to inform the remaining Society of the action taken by the other Society without delay;
- e. copies of the plans listed in Part I, Title 01, Section 2, subchapter C3 are to be provided to second Society as a prerequisite to obtaining a full term Certificate of Class. If the Owner is unable to provide all of the required plans, the second Society is to request that the Owner authorize the first Society to transfer copies of such of these plans as it may possess directly to the second Society upon request from the second Society, with the advice that the first Society will invoice the second Society and the second Society may, in turn, charge the associated costs to the Owner.

402. After receipt of a written request from the Owner for entry into second Society's class at a Society's Headquarters or one of its designated control or management centres, the second Society is to notify the first Society of the requested entry into class using Form G in IACS PR 1A Annex 1 with its Part A duly completed and attaching the Owner's authorization for release of the first Certificate of Class, including the list of any recommendations / conditions of class – with the respective due dates - issued against the subject vessel and the list of any information normally contained in the classification status.

403. Prior to issuing an Interim Certificate of Class on the date of the vessel's delivery, the second Society is to:

- a. obtain from the Owner, a written request for entry into second Society's class at vessel's delivery, containing an authorization for second Society to obtain a copy of the first Certificate of Class, from the first Society;
- b. obtain the first Certificate of Class from the Headquarters of the first Society or one of its designated control or management centres or from the attending Surveyor at the yard of the builders, including any outstanding recommendations / conditions of class and information normally contained in the classification status.
- c. carry out and satisfactorily complete all relevant surveys specified in Part I Title 01 Section 2 subchapter C3.

404. The second Society is, within one month from issuing its Interim Certificate of Class, to advise the first Society of the date of issuing this certificate. The report relevant Form G as per RBNA Quality System with parts A and B duly completed is to be used.

405. Prior to final entry into the second Society's class, the second Society is obligated to:

- a. obtain plans and information in accordance with the requirements of Part I Title 01 Section 2 subchapter C3.

406. To ensure mutual exchange of information on vessels adding class and on the survey status of such vessels, the second Society is, on completion of final entry into class, to dispatch The report relevant Form G as per RBNA Quality System with parts A, B and C duly completed is to be used to the TOC (transfer of class) database and to the first Society.

500. Obligations and reporting of first Society

501. Upon receipt of a written request at its Headquarters or one of its designated control or management centres and on the date of the vessel's delivery, the first Society is to notify the second Society its first Certificate of Class, including the list of any recommendations / conditions of class - with respective due dates - issued against the subject vessel and the list of any information normally contained in the classification status. The report relevant Form LG as per RBNA Quality System with Part A completed is to be used by the first Society; details may be amplified, if necessary, in accompanying documents;

502. The first Society has one month from issuance of its Certificate of Class to the second Society to forward to the second Society the structural diminution allowances which were applying to the vessel, by dispatching Form L in RBNA Quality System with Parts A and A-1 duly completed.

600. Maintaining Class in a Double or Dual Class Arrangement [IACS PR 1B SECTION C]

601. **Double Class:** Each Society acts independently while the vessel is in double class.

602. **Dual Class:** Each Society acts also on behalf of the other Society, while the vessel is in dual class, in accordance with the agreement adopted by the two Societies.

L4. WITHDRAWING CLASS OF A SOCIETY FROM A DOUBLE OR DUAL CLASS ARRANGEMENT [IACS PR 1B SECTION D]

100. Obligations of the remaining Society maintaining its class

101. Whenever a Society (i.e. the remaining Society) being in a double class arrangement with another Society receives a written request from an Owner pertaining to his intention to withdraw from class of the other Society (i.e. withdrawing Society), or information that her class has been withdrawn by the other Society, the remaining Society is to immediately notify the Owner in writing that:

- a. the validity of the remaining Society's Class Certificate is subject:

- a.1. for vessels less than 15 (*) years of age to completion by the remaining Society of all overdue recommendations / conditions of class of the withdrawing Society at the first port of call at which surveys can be carried out and to completion by the remaining Society of all outstanding recommendations / conditions of class of the withdrawing Society by the due date;

- (*) To be calculated from the date of delivery to either the date of notification by the Owner of his intention to withdraw from class or the date of advice by the withdrawing Society to the Remaining Society (date of the relevant form as per RBNA Quality System) that class has been withdrawn, not at the request of the Owner.

- a.2. for vessels of 15 years of age and over, to completion by the withdrawing Society of all overdue recommendations / conditions of class and to completion by the remaining Society of all outstanding recommendations / conditions of class of the withdrawing Society by the due date;

- b. the Owner is to authorize remaining Society to request from withdrawing Society its current classification status;

c. principles given in item L4.10.a above apply to any additional recommendations / conditions of class issued against the vessel, which were not included in the initial survey status provided to the remaining Society by the withdrawing Society because they have arisen from the surveys carried out in close proximity to the request for withdrawal from class. Such additional recommendations / conditions of class, if received after the issuance of the Interim Certificate of Class by the remaining Society and which are overdue, are to be dealt with at the first port of call at which surveys can be carried out by the relevant Society, depending on the age of the vessel.

102. The remaining Society is to obtain from the Owner a written confirmation of intention to withdraw from the other Society's class, containing an authorization for remaining Society to obtain the current classification status from the Headquarters of the withdrawing Society or one of its designated control or management centres.

103. Within two working days of receipt of a written confirmation of intention from the Owner to withdraw from the other Society's class at the remaining Society's Headquarters or at one of its designated control or management centres, the remaining Society is to request the withdrawing Society, on the basis of Owner's authorization, to release the survey status using relevant Form G as per RBNA Quality System with its part 1 duly completed and attaching the Owner's authorization for release of survey status. However, if the remaining Society does not receive the classification survey status from the withdrawing Society within three (3) working days (*) from the request, the remaining Society may utilize the withdrawing Society's survey status information provided by the Owner and, after complying with the other relevant requirements of this Procedural Requirement, may confirm the validity of its Class Certificate.

104. The remaining Society is to suspend the validity of its Class Certificate or other documents enabling the vessel to trade, if any overdue recommendations / conditions of class previously issued against the subject vessel by the withdrawing Society have not been satisfactorily completed by the relevant Society, depending on the age of the vessel, at the first port of call where surveys can be carried out. When repair facilities are not available in the first port of survey, a direct voyage to a repair port may be accepted to complete surveys for overdue recommendations / conditions of class. In that case, the remaining Society is to inform the owner and withdrawing Society of the decision taken, e.g. direct voyage conditions agreed and port of repairs.

105. The validity of remaining Society's Class Certificate is subject to any outstanding recommendations / conditions of class previously issued against the vessel by the withdrawing Society being completed by the due date and as specified by the withdrawing Society. Any outstanding recommendations / conditions of class with their due dates are to be clearly stated on the:

- a. class survey record if available on board; and
- b. survey status.

106. Within one month from the completion of the survey, the remaining Society is to advise the withdrawing Society of the actions taken with dates and locations to satisfy each overdue recommendation / condition of class, if any, issued against the subject vessel as specified to the Owner by the withdrawing Society. relevant Form G as per RBNA Quality System with parts A and B duly completed is to be used. A list of dates, locations and actions taken to satisfy each overdue recommendation/overdue condition of class as specified to the Owner by the withdrawing Society is to be attached to the copy sent to the withdrawing Society. Where no overdue items are provided by the withdrawing Society, this form with Parts A and B, duly completed, is to be sent to the withdrawing Society and to the TOC database within one month from the date of sending relevant Form G as per RBNA Quality System with its part A.

107. Any additional information regarding outstanding recommendations / conditions of class received from the withdrawing Society in accordance with L4.203 is to be dealt with in accordance with L4.104 and L4.105 above, as applicable, and reported to the withdrawing Society with relevant Form G as per RBNA Quality System with part B-1 duly completed as applicable within one (1) month from the completion of the survey. When this additional information is received any recommendations / conditions of class which are overdue are to be dealt with at the first port of call at which surveys can be carried out by the relevant Society, depending on the age of the vessel. If this is not accomplished, the Class Certificate is to be suspended immediately unless the Owner agrees to proceed directly, without further trading, to a suitable port where any overdue recommendations / conditions of class are to be dealt with for completion.

108. The remaining Society is, within one month of completion of a transfer of vessel into single class, to dispatch relevant Form G as per RBNA Quality System with its parts A, B, B-1 (where applicable) and C duly completed, to the TOC database and to the withdrawing Society. In cases where the withdrawing Society has reported recommendations / conditions of class on the vessel, the due dates of which are yet to come, the remaining Society is to provide to the withdrawing Society, together with the Form G, an itemised list of the actions taken with dates and locations and actions to be taken, to satisfy each recommendation / condition of class.

109. The reporting by remaining Society to withdrawing Society required in L4.108 above is to be done in accordance with the Harmonization of Reporting in K2.600.

110. The remaining Society is to carry out the class survey record review on the withdrawing Society during the period of double class arrangement to the extent deemed necessary, but not less than the contents specified in Part I, Title 01, Section 1, Chapter K2.112 in order to prepare an

auditable Vessel's History Report to be reviewed by an authorized person.

200. Obligations of the withdrawing Society

201. If an Owner advises a Society in writing of an intention to withdraw from its class or class is withdrawn by the withdrawing Society, the withdrawing Society is to immediately confirm to the Owner any overdue surveys and outstanding recommendations / conditions of class, together with any outstanding fees. The remaining Society is to be informed of the actual or intended withdrawal of class using relevant Form L as per RBNA Quality System completed as applicable.

202. The withdrawing Society:

- a. within two working days of receipt of a written request from the remaining Society at its Headquarters or one of its designated control or management centres, is to notify the remaining Society the latest class details in its possession including a full list of overdue surveys and recommendations / conditions of class - with the respective due dates - issued against the subject vessel. The most recent Condition Evaluation / Executive Hull Summary Reports and Survey Planning Document for the commenced Special Survey for vessels under Enhanced Survey Programme, if any during the period of double class arrangement, are also to be provided. In cases where the class status is received in a language not readily understood by the remaining Society or contains vague or unclear descriptions, the withdrawing Society is to provide additional detailed information in English language on request of the remaining Society. The withdrawing Society is obliged to advise the remaining Society of the possibility of further recommendations / conditions of class arising from surveys, which the withdrawing Society knows have been carried out but for which reports have not yet been received. The report Form L in PR1 Annex 1 with Part A completed is to be used by the withdrawing Society to report on the class status. Details may be amplified, if necessary, in accompanying documents;
- b. is obliged to make available, within one month of receipt of the request referred to in item L4.202.a above, all class survey records to the remaining Society for record review and relevant reporting during the period of double class arrangement to the extent this information is in the possession of the withdrawing Society;
- c. alternatively to L4.202.b . above, the withdrawing Society is obliged to provide, within one month of receipt of the request referred to in L4.202.a, a copy of all class survey records to the remaining Society upon request.

203. The withdrawing Society has one month from issuance of its survey status to the remaining Society per para-

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graph L4.202.b. to forward to the remaining Society the additional information on outstanding surveys and/or recommendations / conditions of class arising from surveys performed proximate to the date of Owner's written request to withdraw from class which were not included in said status to the Owner, by dispatching relevant Form L as per RBNA Quality System with part A-1 duly completed.

204. For vessels of 15 years of age and over, the withdrawing Society is, within one month from completion of any overdue recommendations / conditions of class imposed by the withdrawing Society, to confirm to the remaining Society the date, location and action taken to IACS PR1B satisfy each item. The report relevant Form L as per RBNA Quality System with part A duly completed, is to be used. The reporting by the withdrawing Society to the remaining Society is to be done in accordance with the Harmonization of Reporting in K2.600.

205. To ensure mutual exchange of information on vessels transferring class and on the survey status of such vessels, the withdrawing Society is, on completion of a withdrawal of class, to dispatch Form L as per RBNA Quality System with part A-1 with its Parts A, A-1 (when applicable) and B duly completed, to the TOC database and to the remaining Society.

207. Should the withdrawing Society, upon receiving information from the remaining Society pursuant to the disposition of the withdraw of class, have clear grounds for believing that the remaining Society did not fulfil its obligations as specified in L4.100, the withdrawing Society is to notify the remaining Society of its concerns and attempt to resolve any differences.

300. Withdrawing Class of a Society from a Dual Class Arrangement

301. In the case of dual classed vessels, the withdrawing Society - according to agreement between the two Societies - is to inform the remaining Society that the class has been withdrawn using the first part and Form L as per RBNA Quality System with its Part B.

400. Other Requirements

401. The obligations of the withdrawing and remaining Societies continue to apply when a vessel's class is suspended and for six (6) months following withdrawal of a vessel's class.

CHAPTER M PROCEDURE FOR SUSPENSION AND REINSTATEMENT OR WITHDRAWAL OF CLASS IN CASE OF SURVEYS, CONDITIONS OF CLASS OR RECOMMENDATIONS GOING OVERDUE [IACS PR 1C]

M1. PURPOSE

M2. TERMS AND DEFINITIONS

M3. PROCEDURAL REQUIREMENTS

M4. NOTIFICATION AND REPORTING

M5. IMPOSING / CLEARANCE OF CONDITIONS OF CLASS

M1. PURPOSE

100. Purpose

101. This Chapter contains requirements pertaining to suspension and reinstatement or withdrawal of class and is applicable, unless stated otherwise, to vessels of over 100 GT of whatever type, self propelled or not, restricted or unrestricted service, except for "inland waterway" vessels. The obligations of this Chapter apply to Classification Societies which are subject to verification of compliance with QSCS. However, RBNA reserves the right to adopt this procedure even for vessels not subject to the IACS QSCS system under the following conditions:

- a. Upon previous notification to the Owners that the procedure is to be applied
- b. If not yet under the IACS QSCS system, the notifications and reports are to be sent to the Brazilian Maritime Authority DPC instead of being sent to IACS.

Note: This procedure rules over the requirements to be followed when the vessel is solely in class with RBNA, or when RBNA is one of the dual class Societies. The requirements for the other Society, gaining or losing as opposed to RBNA's role, have been maintained from the IACS Procedure, for checking and informative purposes.

M2. TERMS AND DEFINITIONS

100. Terms and Definitions

101. 'Disclassed' means class has been suspended or withdrawn.

102. 'Dual class vessel' means a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work.

103. Recommendations' and 'Conditions of Class' are to be read throughout this Procedural Requirement as being different terms used by Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit in order to retain class.

104. 'Exceptional circumstances' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.

105. 'Force Majeure' means damage to the ship; unforeseen inability of the Society 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 or civil strife; acts of war; or other force majeure.

M3. PROCEDURAL REQUIREMENTS

100. Suspension and reinstatement of class in the case of overdue surveys

101. Owners are to be notified that the 5-year Class Certificate expires, and classification is automatically suspended, from the certificate expiry date in the event that the Special (Renewal) Survey has not been completed or is not under attendance for completion prior to resuming trading, by the due date. Classification will be reinstated upon satisfactory completion of the surveys due. Such surveys are to be credited from the date originally due. However, the vessel is disclassified from the date of suspension until the date class is reinstated. Under "exceptional circumstances", the RBNA may grant an extension not exceeding three months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) 1 so recommend(s) after the following has been carried out:

- a. annual survey;
- b. re-examination of Recommendations / Conditions of Class;
- c. progression of the Special Survey as far as practicable;
- d. class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding Recommendation / Condition of Class regarding underwater parts.

e. In the case that the Class Certificate will expire when the vessel is expected to be at sea, an extension to allow for completion of the Special Survey may be granted provided there is documented agreement to such an extension prior to the expiry date of the certificate, and provided that positive arrangements have been made for attendance of the Surveyor at the first port of call, and provided that the RBNA is satisfied that there is technical justification for such an extension. Such an extension is to be granted only until arrival at the first port of call after the expiry date of the certificate. However, if owing to “exceptional circumstances” the special survey cannot be completed at the first port of call, item M3.101 above may be followed, but the total period of extension shall in no case be longer than three months after the original due date of the special survey.

102. Annual Surveys: Owners are to be notified that the Class Certificate becomes invalid, and classification is automatically suspended, if the Annual Survey has not been completed within three months of the due date of the annual survey, unless the vessel is under attendance for completion of the Annual Survey. Classification will be reinstated upon satisfactory completion of the surveys due. Such surveys are to be credited from the date originally due. However, the vessel is to be disclassified from the date of suspension until the date class is reinstated.

103. Intermediate Surveys: Owners are to be notified that the Class Certificate becomes invalid, and classification is automatically suspended, if the Intermediate Survey has not been completed within three months of the due date of the third annual survey in each periodic survey cycle, unless the vessel is under attendance for completion of the Intermediate Survey. Classification will be reinstated upon satisfactory completion of the surveys due. Such surveys are to be credited from the date originally due. However, the vessel is to be disclassified from the date of suspension until the date class is reinstated.

104. Continuous Survey Item(s): Continuous survey item(s) due or overdue at time of annual survey is to be dealt with. The vessel's class will be subject to a suspension procedure if the item(s) is not surveyed, or postponed by agreement.

105. Vessels laid-up in accordance with the RBNA's Rules prior to surveys becoming overdue need not be suspended when surveys addressed above become overdue. However, vessels which are laid-up after being suspended as a result of surveys going overdue, remain suspended until the overdue surveys are completed.

106. 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.

107. Force Majeure: If, due to circumstances reasonably beyond the owner's or the RBNA's control as defined above, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed above, the RBNA may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the RBNA:

- a. examines the ship's records;
- b. carries out the due and/or overdue surveys and examination of Recommendations / Conditions of Class at the first port of call when there is an unforeseen inability of the RBNA to attend the vessel in the present port, and
- c. has satisfied itself that the vessel is in 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 RBNA 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.)

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

200. Suspension and reinstatement of class in the case of overdue recommendations / conditions of class

201. To each recommendation / condition of class will be assigned a due date for completion. Owners will be notified of these dates and that the vessel's class will be subject to a suspension procedure if the item is not dealt with, or postponed by agreement, by the due date.

202. Classification will be reinstated upon verification that the overdue recommendation / condition of class has been satisfactorily dealt with. However, the vessel is to be declassified from the date of suspension until the date class is reinstated.

300. Suspension and reinstatement of class of dual classed vessels

301. When a vessel is dual classed and in the event that one of the Societies involved takes action to suspend the class of the vessel for technical reasons, the Society concerned will advise the other Society of the reasons for such action and the full circumstances within five working days.

302. The other Society will, upon receipt of this advice, also suspend the class of the vessel, unless it can otherwise document that such suspension is incorrect.

303. When either Society decides to reinstate class, it is to inform the other Society.

400. Withdrawal of class

401. When class of a vessel has been suspended for a period of six months due to overdue surveys and/or recommendations / conditions of class, the class is to be withdrawn. A longer suspension period may be granted when the vessel is not trading as in cases of layup, awaiting disposition in case of a casualty or attendance for reinstatement.

M4. NOTIFICATION AND REPORTING

100. Notification to Owners and Flag States

101. The Society is to confirm in writing the suspension of class and reinstating of the vessel's class to the Owner and to the Flag State.

102. The Society is to confirm in writing the withdrawal of class to the Owner and to the Flag State.

103. For new vessels constructed on or after 1 July 1998 under SOLAS Reg. II-1/3.1, the letters according to M4.101 and M4.102 above are to state that certain statutory certificates are implicitly invalidated by the suspension / withdrawal of class.

104. Notes:

a. The Class Certificate is to include as a minimum:

- a.1. an expiry date based on the five year Special Survey (Renewal Survey);
- a.2. an endorsement section to record the completion of Annual and Intermediate Surveys;
- a.3. a statement to indicate that the Class Certificate becomes invalid and classification is automatically suspended, if:
- a.4. the Annual Survey has not been completed within three (3) months of the due date of the annual survey; or
- a.5. the Intermediate Survey has not been completed within three (3) months of the due date of the third annual survey in each periodic survey cycle, unless the vessel is under attendance for completion of the relevant survey; or alternatively, a reference to the class suspension requirement contained in the Classification Society's Rules.

b. At the discretion of each Society, the following types of vessels may be exempted from compliance with this Procedural Requirement provided the Society has procedures for the suspension and withdrawal of their class:

- b.1. Mobile Offshore Drilling Units;
- b.2. Mobile Offshore Units;
- b.3. Floating Production and/or Storage Vessels;
- b.4. Military vessels or commercial vessels owned or chartered by Governments, which are utilised in support of military operations or service;
- b.5. Vessels in lay-up; or
- b.6. Fishing vessels.

CHAPTER N PROCEDURE FOR STATUTORY CERTIFICATION AT THE CHANGE OF CLASS WITHOUT CHANGE OF FLAG [IACS PR 12]

CHAPTER CONTENTS

N1. PURPOSE

N2. PROCEDURAL REQUIREMENTS

N1. PURPOSE

100 Purpose

101. This Chapter contains requirements obtained from IACS Procedure, PR-12 "Statutory Certification at Change of Class Without Change of Flag". For the convenience of the users, the various cross-references to the relevant RBNA Rules and Guides are provided in addition to those for IACS documents. These IACS documents, UR, UI (Unified Interpretation) and Recommendation, are available from www.iacs.org.uk. The effective date of this Chapter is 1 October 2010 and it is applicable for vessels contracted for construction on or after 1 September 2010.

102. Whenever there are additions or references added by RBNA, the text will be in italics.

103. This Chapter lays down the minimum requirements for statutory surveys and certifications which the gaining society shall follow at change of class, when there is no change of Flag involved.

N2. PROCEDURAL REQUIREMENTS

100. General Conditions

101. This Chapter does not prevent the gaining society from expanding the scope of its statutory surveys at its own discretion or in accordance with the requirements or instructions of the relevant Flag administration.

102. This Chapter assumes the Flag administration has authorized the gaining society to issue statutory certificates on its behalf.

103. If during the Mandatory Annual Surveys noted below, the Surveyor finds any major deficiencies or a significant number of minor deficiencies which indicate the condition of the vessel does not correspond substantially with the certificate issued by the losing society, then a full Renewal Survey shall be carried out prior to the issuance of any certificate.

104. For general guidance, the gaining society may refer to IACS Recommendation 98 “Duties of Surveyors under Statutory Conventions and Codes”. For specific guidance in these cases, the gaining society shall refer to its agreement with or instruction from, the Flag administration.

105. For definitions of permanent, interim and conditional certificates, refer to *DPC NORMAM 06* and IACS Recommendation 98.

200. Scope of survey

201. Regardless of the type of statutory vessel’s certificate or its remaining validity, the gaining society shall carry out a full Renewal Survey prior to issuing any certificates.

202. However, if the losing society holds a QSCS certificate, the gaining society may take into consideration the type of statutory certificate and its remaining validity as noted below:

- a. Prior to the issue of a Cargo Ship Safety Radio Certificate the gaining society shall carry out a full Renewal Survey (in case of non-HSSC certification) or a full Periodical Survey (in case of HSSC certification).
- b. Prior to the issue of a Passenger Ship Safety Certificate the gaining society shall carry out a full Renewal Survey.

203. For other statutory certificates, the following procedures are applicable:

- a. Expired or extended certificates: If the vessel’s certificate is expired or extended, the gaining society shall carry out a full Renewal Survey prior to issuing any certificate.

- b. Permanent certificates: If the vessel has a permanent certificate issued by the losing society, the gaining society shall carry out a Mandatory Annual Survey. Based on satisfactory completion of the Mandatory Annual Survey and the permanent certificate issued by the losing society, the gaining society may issue a new certificate.
- c. Conditional certificates: If the vessel has a conditional certificate issued by the losing society, the gaining society shall carry out a Mandatory Annual Survey. Based on re-examination of the deficiencies noted by the losing society on the conditional certificate, satisfactory completion of the Mandatory Annual Survey, and the conditional certificate issued by the losing society, the gaining society may issue a new certificate. The gaining society should consider the existing deficiencies, new deficiencies (if any) found during the Mandatory Annual Survey, the validity of the existing conditional certificate, and Recommendation 98 “Duties of Surveyors under Statutory Conventions and Codes” when using certificates.
- d. Interim certificates: If the vessel has an interim certificate issued by the losing society, the gaining society shall carry out a Mandatory Annual Survey. Based on satisfactory completion of the Mandatory Annual Survey, and the interim certificate issued by the losing society, the gaining society may issue a new certificate.

300. Type and validity of certificates

301. The validity of a new certificate issued by the gaining society on the basis of a satisfactory mandatory Annual Survey and the permanent certificate issued by the losing society is not to exceed the validity of the permanent certificate issued by the losing society which it replaces.

302. Interim certificates may be issued pending issuance of the permanent certificate by the *RBNA head office*.

CHAPTER O CHANGE OF FLAG [IACS PR 28]

CHAPTER CONTENTS

O1. PURPOSE

O2 PROCEDURAL REQUIREMENTS

O1. PURPOSE

100. General

101. The purpose of this Chapter is to lay down common procedures and minimum statutory survey/auditing requirements for Societies in case of Change of Flag.

102. However, this Chapter does not prevent the Societies from expanding the scope of statutory surveys at their own discretion or upon specific instructions of the relevant flag State Administration.

103. Surveys carried out for Change of Flag at a date which is outside of appropriate time windows for the periodical surveys of the corresponding certificate issued by, or on behalf of, the losing flag Administration are to be understood as additional surveys which are carried out solely for the purpose of Change of Flag. These surveys do not replace the surveys required to be carried out within the appropriate time windows.

200. Application

201. This document is applicable if the new registering flag State Administration has authorized the Society for survey and/or certification on its behalf and if the ship is subject to the requirements of the applicable international Conventions and mandatory Codes. Survey procedures are in accordance with the applicable international Conventions and mandatory Codes.

202. This document does not specifically deal with audit/verification and/or certification procedures in accordance with the ISM Code and the ISPS Code. Relevant procedures for ISM are more specifically laid down in item 14.4 of the ISM Code and PR 9 and for ISPS in section A.19.4.2 of the ISPS Code and PR 24. For ISM and ISPS these more specific requirements refer in connection with Change of Flag.

203. For flag States being Party of the SOLAS and LL1988 Protocols, the ‘Survey Guidelines under the Harmonized System of Survey and Certification’ / IMO Resolution A.997(25), as amended, are to be observed. For flag States not signatory to the SOLAS and/or LL1988 Protocols, the requirements for SOLAS 1974, Regulation I/14 and/or for LL 1966, Article 14 are to be observed.

300. Scope of Surveys

301. In addition to the surveys indicated in O1.302, it will be insured that the new flag, port of registry and ship’s name are indicated, as applicable, on statutory documents (Stability booklet, SOPEP, etc.) and life boats, life rafts, life buoys, etc..

302 If the Change of Flag is to be undertaken outside the windows of the due dates for surveys of new certificates which are going to be issued by, or on behalf of, the gaining Flag Administration, then the scope of surveys for the main statutory certificates are to be:

- a. SOLAS Safety Construction: Annual Survey
- b. SOLAS Safety Radio: Renewal Survey/Periodical Survey
- c. SOLAS Safety Equipment:* Annual Survey
- d. SOLAS Passenger Ship Safety Cert.: O1.302.c+ Lifesaving and Fire-fighting means and O1.302.b
- e. Load Line: Annual Survey
- f. MARPOL Annex I: Annual Survey
- g. MARPOL Annex IV: Renewal Survey
- h. MARPOL Annex VI: Annual Survey
- i. Fitness Cert. Gas/Chemicals/NLS: Annual Survey
- j. ISM: in accordance with the ISM Code 14.4 and PR 9
- k. ISPS: in accordance with the ISPS Code
- l. A.19.4.2 and PR 24

* When changing from HSSC to Non-HSSC, the following applies:

- m. If Change of Flag occurs within 2 years of the initial/last renewal, an Annual Survey is required.
- n. If Change of Flag occurs after 2 years of the initial/last renewal, a renewal survey is required

Note: Specific requirements of the Flag State Administration related to the above statutory certificates are also to be considered.

303. For other statutory certificates not listed above the scope of survey is to be at least the scope of the relevant annual survey.

304. If due dates for surveys of new certificates, which are going to be issued by, or on behalf of, the gaining Flag Administration, are within the applicable time windows for surveys, then the appropriate renew-

al/intermediate/periodical/annual surveys shall be carried out. Due consideration to the circumstances shall be given in order to avoid unreasonable burdens as could be inter alia a necessary dry-docking of the ship for renewal survey of the SOLAS Cargo Ship Safety Construction Certificate or similar.

305. Surveys conducted within a three months' time period prior to the date of Change of Flag may be credited towards Change of Flag with the exception of SOLAS Safety Radio survey.

306. If the Society was not authorized by the previous flag State Administration for survey and/or certification or if the losing flag State Administration was not a Party to the relevant Convention, then appropriate initial/renewal surveys are to be carried out for SOLAS Safety Radio, Safety Equipment, Passenger Ship Safety Certificate, Load Line, MARPOL Annex I, MARPOL Annex IV, MARPOL Annex VI, Fitness Cert. Gas/Chemicals/NLS.

CHAPTER P TRANSPARENCY OF CLASSIFICATION AND STATUTORY INFORMATION [IACS PR03]

CHAPTER CONTENTS

P1. TYPE, RECEIVERS AND RELEASE OF INFORMATION

P1. TYPE, RECEIVERS AND RELEASE OF INFORMATION

100. Type of information

101. The actual types of information are as follows:

- a. Standing documentation
- b. Ship related information
- c. New buildings
- d. Ships in Operation Class Services
- e. Ships in Operation Statutory Services
- f. Other information

Guideline

The classification process and the statutory certification process involve a large amount of data.

Each of the involved parties / organizations needs information from the Society in order to assess the reliability and/or the conformity of the class and statutory certification processes to the national / international requirements.

This Chapter P establishes a procedure for the destination and type of information to be made available, i.e., which organizations should have access to each type of information.

The present Chapter establishes:

- a. *In item P1.100, categories for the information to be made available;*
- b. *In item P.200, the receivers of the information;*
- c. *In Table T.P1.301.1, establishes a matrix determine which category of information should be available for each receiver.*

The notes 1 to 7 on the table determine the conditions of the release of such information:

End of Guidance

200. The Receivers of Information

201. The receivers are:

- a. Owners
- b. Flag States
- c. Port States
- d. Insurance Companies
- e. Shipyards

300. Release of Information

301. The Table T.P1.301.1 indicates release of information. i.e., to whom and in what conditions the information is to be released. The footnotes describe the conditions of release.

TABLE T.P1.301.1 RELEASE OF INFORMATION

Information in question	Information available to:				
	Owners	Flag State	Port State	Insurance Company *	Ship Yards
1. Class Society Standing Documents					
- Rules and Guidelines (Class and statutory requirements)	1	1	1	1	1
- Instructions to Surveyors	-	1	-	-	-
- Quality Manual	1	1	1	1	1
- Register Books	1	1	1	1	1
2. Ship related information:					
A - New buildings	6	1	-	-	7
- Approved drawings	1	-	-	-	7
- Formal approval letters	2	-	-	-	7
- Certificates of important equipment					
B - Ships in Operation:	7	1	1	1	-
Class services	7	7**	1	1	-
- Date (month and year) of all Class Surveys	7	1	6	5	-
- Expiry date of Class Certificate	7	7**	1	1	-
- Certificates / Reports	7	1	1	5	-
- Overdue Surveys	7	1	1	1	-
- Text of Conditions of Class	7	3	3	3	-
- Test of Overdue Conditions of Class					
- Executive Hull Summary					
Statutory services	7	7**	1	1	-
- Due dates of Statutory Surveys	7	7**	1	1	-
- Expiry date of Statutory Certificates	7	7**	1	5***	-
- Registered Statutory recommendations	7	7**	1	1***	-
- Overdue statutory recommendations					
3. Other Information:					
- Correspondence file with Yard and / or Owner	6	6	-	5&6	-
- Audit of Class Societies QA System	4	4	4	4	-
- Class Transfer Reporting	7	7	7	7	-
- Class Withdrawal information	7	7	7	7	-
* Insurance Company means P&I Clubs and Hull Underwriters					
** If stated in Agreement					
***Unless prevented by the agreement with the Flag State					
KEY 1 Available upon request 2 At delivery of the ship in Ship Yard 3 Available under visit on board 4 Result of audit available on request 5 When accepted by Owners – or through special clause in insurance contract 6 When accepted by Owner (Master) or Ship Yard as applicable 7 Automatically available					

CHAPTER T INSPECTIONS AND TESTS

CHAPTER CONTENTS

- T1. PURPOSE
- T2. INSPECTIONS AND TESTS REGISTER
- T3. CONDITIONS OF CLASS

T1. PURPOSE

100. Scope

101. Inspections and tests of components and equipment of vessels are carried out, as well as a final sea trial, through which the surveyor will confirm the compliance with the Rules.

200. Procedures

201. The requirements for the procedures are included in relevant Titles and Sections.

202. Inspection and test procedures and programmes are to be presented within 72 (seventy two) hours in advance for RBNA's review and approval.

T2. INSPECTIONS AND TEST REPORTS.

100. Inspection reports.

101. Each RBNA's intervention generates the relevant Report.

T3. CONDITIONS OF CLASS [IACS PR-35]

100. Purpose

101. The purpose of this Subchapter is to set unified procedures for imposing, clearing and controlling Recommendations/Conditions of Class.

200. Application

201. The present requirements are applicable to all vessels at the time of annual, intermediate and renewal class surveys.

202. All surveyors are required to proceed in accordance with this Subchapter when imposing, deleting or postponing class recommendations.

300. Terms and definitions

301. As defined by IACS, PR No. 35, “**Recommendations**” and “**Conditions of Class**” are different terms used by Classification Societies for the same thing, i.e. requirements to the effect that specific measures, repairs, surveys are to be carried out within a specific time limit in order to retain Classification.

400. Procedural requirements for surveyors

401. Recommendations/Conditions of Class shall be imposed for the following:

- a. Repairs and/or renewals related to damages that affect Classification (e.g. grounding, structural damages, machinery damages, wastage over the allowable limits, etc.)
- b. Supplementary survey requirements
- c. Temporary repairs

402. For repairs not completed at the time of survey, a Recommendation/Condition of Class is to be imposed. In order to provide adequate information to the surveyor attending for survey of the repairs, the Recommendation/Condition of Class 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.

403. Recommendations/Conditions of Class 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.).

404. Recommendations/Conditions of Class shall 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 Class or an attachment to the Certificate of Class and/or class survey status or report.

405. Owners will be notified of these dates and that the vessel's class will be subject to a suspension procedure if the item is not dealt with, or postponed, by the due date. See Subchapter M3.200.

406. Clearance of Recommendations/Conditions of Class shall 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 shall be reported with identification of:

- a. Compartment and location;
- b. Structural member;
- c. Repair method;
- d. Repair extent;

e. NDT/Tests.

407. Partially dealt with Recommendations/Conditions of Class shall 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.

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