1. Interpretation

The interpretation of the Rules for Classification and Construction remains the prerogative right of International Ship Classification (ISClass)

2. Protective Right

Application of the Rules for Classification and Construction of International Ship Classification (ISClass)

3. Confidentiality

ISClass will treat as confidential any documentation received in connection with orders placed with the Company. Such documentation and information may be passed on to third parties solely with prior written consent of the party entitled thereto.

The above is without prejudice to any obligations towards the Authorities of the flag State concerned.

4. Fees

For survey and auditing services, the fees are to be paid in accordance with the Standard Tariff of Survey Fees (which is separately provided upon official request to ISClass). In addition to these fees, any expenses incurred in connection with the services rendered (eg. Travelling or other expenses) any prevailing Goods and Service Tax (GST) according to current Singapore Laws will be levied.

5. Payment of Invoices

The fees for service rendered by ISClass are due for payment immediately upon receipt of the invoice (or in certain cases, in advance). In the event of a default on the terms of offer, ISCLass has the prerogative to withhold certificates and other documents and/or to withdraw the classification, if the need arises. Hence, ISClass shall not be liable for any delays, demurrage or liquidation damages in the process of withdrawal or suspension of certificates.

6. Liability

ISClass will ensure that nominated surveyors, contractors and relevant staff employed for the proper execution of the functions of the company, will be

selected on their basis of merits and capabilities. However ISClass will be in under no circumstances to be held liable for any damage arising in consequence of any act or omission of such persons.

ISClass shall only be limited to the maximum amount of the agreed consultancy or survey fee (as stated in Client's purchase / works order) for the service(s) being rendered.

Exemption from liability is also applicable in favour of the persons mentioned above.

7. Jurisdiction

In application of any transaction, the place of jurisdiction is in the context of Singapore territorial limits and the governing law shall apply in accordance with the Reublic of Singapore statutes.

1. Classification

1.1 Classification Procedures

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

The Rules, Guides, and standards are, in general, developed by the International Association of Classification Societies and by ISClass staff, and passed upon by selected committees made up of Maritime Industry professionals.

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

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

1.2 Certificates and Reports

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

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

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

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

1.3 Representations as to Classification

Classification is a representation by ISClass as to the compliance with applicable requirements of the Rules, Guides, and standards. The Rules, Guides, and standards of the ISClass are not meant as a substitute for the independent judgment of professional designers, naval architects, marine engineers, Owners, operators, masters, and crew, nor as a substitute for the quality control procedures of shipbuilders, engine builders, steel makers, suppliers, manufacturers, and sellers of marine vessels, materials, machinery, or equipment. ISClass, being a technical society, can only act through Surveyors or others who are believed by it to be knowledgeable and competent.

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

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

1.4 Scope of Classification

Nothing contained in any certificate or report is to be deemed to relieve any designer, builder, Owner, manufacturer, seller, supplier, repairer, operator, insurer, or other entity or person of any duty to inspect or any other duty or warranty express or implied. Any certificate or report evidences only that at the time of survey the vessel, structure, item of material, equipment or machinery, or any other item covered by a certificate or report complied with one or more of the Rules, Guides, standards, or other criteria of the ISClass and is issued solely for the use of ISClass, its committees, its clients, or other authorized entities. Nothing contained in any certificate, report, plan or document review or approval is to be deemed to be in any way a representation or statement beyond those contained in Section 1.3. ISClass is not an insurer or guarantor of the integrity or safety of a vessel or of any of its equipment or machinery. The validity, applicability, and interpretation of any

certificate, report, plan or document review or approval are governed by the Rules, Guides, and standards of the ISClass who shall remain the sole judge thereof. ISClass is not responsible for the consequences arising from the use by other parties of the Rules, Guides, standards, or other criteria of the ISClass, without review, plan approval, and survey by ISClass.

The term “approved” shall be interpreted to mean that the plans, reports, or documents have been reviewed for compliance with one or more of the Rules, Guides, standards, or other criteria acceptable to ISClass. The Rules and Guides are published with the understanding that responsibility for stability and trim, for reasonable handling and loading, as well as for avoidance of distributions of weight which are likely to set up abnormally severe stresses in vessels does not rest upon the Committee.

1 General

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

1.1 ISClass reserves the right to perform unscheduled surveys of the hull, equipment, or machinery when ISClass has reasonable cause to believe that the Rule requirements for periodical, damage and other surveys are not being complied with.

1.2 Failure to permit the unscheduled surveys referred to in Section 1.1 above shall result in the suspension or cancellation of class.

2 Notice of Surveys

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

3 Maintenance of Special Notations

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

4 Suspension of Class

4.1 Suspension of classification is a withdrawal of all representations by ISClass as to a vessel or structure.

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

4.3 Class will be suspended and the Certificate of Classification will become invalid in any of the following circumstances:
(i) If Continuous Survey items which are due or overdue at the time of Annual Survey are not completed and no extension has been granted;
(ii) If the other surveys required for maintenance of class, other than Annual, Intermediate or Special Periodical Surveys, are not carried out by the due date and no Rule allowed extension has been granted; or
(iii) If any damage, failure or deterioration repair has not been completed as recommended.

4.4 Class will be subject to a suspension procedure if recommendations issued by the Surveyor are not carried out by their due dates and no extension has been granted.

4.5 Classification may be suspended, in which case the Certificate of Classification will become invalid, upon failure to submit any damage, failure, deterioration, or repairs for examination upon the first opportunity or, if proposed repairs, have not been submitted to ISClass and agreed upon prior to commencement.

4.6 Class is automatically suspended and the Certificate of Classification is invalid in any of the following circumstances:
(i) If the Annual Survey is not completed by the date which is three (3) months after the due date, unless the vessel is under attendance for completion of the Annual Survey; or
(ii) If the Intermediate Survey is not completed by the date which is three (3) months after the due date of the third Annual Survey of the five (5) year periodic survey cycle, unless the vessel is under attendance for completion of the Intermediate Survey; or
(iii) If the Special Periodical Survey is not completed by the due date, unless the vessel is under attendance for completion prior to resuming trading. Under “exceptional circumstances” (limited to such cases as unavailability of drydocking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions), consideration may be given for an extension of the Special Periodical Survey not exceeding three (3) months, provided the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out:

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

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

4.7 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.

4.8 If due to circumstances reasonably beyond the Owner's or ISClass control (limited to such cases as damage to the vessel; unforeseen inability of ISClass to attend the vessel due to the governmental restrictions on right of access or movement of personnel; unforeseeable delays in port or inability to discharge cargo due to unusually lengthy periods of severe weather, strikes, civil strife, acts of war, or other cases of force majeure), the ship is not in a port where the overdue surveys can be completed at the expiry of the periods allowed above, ISClass may allow the vessel to sail, in class, directly to an agreed discharge port and, if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided that ISClass:
(i) Examines the vessel's records; and
(ii) Carries out the due and/or overdue surveys and examination of recommendations at the first port of call when there is an unforeseen inability of ISClass to attend the vessel in the present port; and
(iii) Has satisfied itself that the vessel is in a condition to sail for one trip to a discharge port and subsequent ballast voyage to a repair facility if necessary. (Where there is unforeseen inability of ISClass to attend the vessel in the present port, the master is to confirm that his ship is in condition to sail to the nearest port of call.)

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

5 Lifting of Suspension

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

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

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

6 Cancellation of Class

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

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

6.3 When class has been suspended for a period of three (3) months due to overdue Annual, Intermediate, Special Periodical or other surveys required for

maintenance of class; overdue Continuous Survey items; or overdue outstanding recommendations, class will be canceled. A longer suspension period may be granted for vessels which are either laid up, awaiting disposition of a casualty, or under attendance for reinstatement.

1. Character of Classification and Notations

1.1 General

1.1.1 ISClass Rules and Regulations

The classification of ships or other floating units and of any pertinent equipment is based on:
(a) The current edition of the Rules for Classification and Surveys of International Ship Classification (ISClass) in force.
(b) The Construction Rules relating to the respective ship type or installation, as applicable on the date of conclusion of the contract between Shipyard (or Builder) and Shipowner (or Client).

Any regulatory requirements for materials and welding as specified by the shipyard &/or shipowner, and other additional rules that may be applicable.

1.1.2 Statutory Rules and Regulations

National rules and regulations as adopted by the respective Flag States can form as additional requirements to the Rules for Classification and Surveys. Other requirements stipulated by international conventions would be taken into account by ISClass, as well.

1.2 Scope

1.2.1 Classification covers the ship's hull, machinery, including all electrical installations and anchoring equipment. For sailing ships, the rigging is also included.

1.2.2 On application, certain installations e.g. refrigerating installations may be classed separately.

1.2.3 ISClass reserve the right to extend the scope of classification to all equipment and machinery used in the operation of the ship, which by their character and/or arrangement may impair the safety of human life, ship, cargo &/or the environment.

1.2.4 Structural systems and equipment determining the ship type are subject to examination within the scope of classification, if the ship type is specified in the form of a notation affixed to the character of classification.

1.2.5 Refrigerating installations

1.2.5.1 The following are considered to be refrigerating installations, provided that the refrigerating installations are permanently installed and form an integral part of the ship:
(a) Cargo refrigerating installations for the refrigeration of insulated cargo holds,

(b) Container refrigerating installations for the refrigeration of insulated containers.

The refrigerating installation includes the technical installations required for power supply.

1.2.5.2 Reefer units which can be connected to a container and transported in combination therewith, and containers with or without a reefer unit, are subject to regulations for the construction, repair and testing of freight containers.

2. Classification and Register

2.1 Classification

2.1.1 Assignment of class, issuance of the class certificate and assignment of the corresponding character of classification and notations thereto are conditional upon proof being furnished of compliance with ISC Rules in force at time of signing the order.

2.1.2 ISC reserve the right to add special remarks in the class certificates, such as information regarding operation of the ship which is of relevance for the vessel's class.

2.1.3 The certificates for hull & machinery classification are to be kept on board the ship.

2.2 Register

2.2.1 The classification data of each ship classified will be included in the ISClass data file. An extract of these ship data will be entered in the Register.

During the period of class, ISClass will update these details on the basis of relevant reports submitted by their surveyors.

2.2.2 The refrigerating installations classed by ISClass are recorded in the Register with indication of the character of classification, and are entered in the list of ships holding refrigerating installation certificates.

3. Characters of Classification & Notations

3.1 Within the scope of classification, the characteristic features of hull, machinery and equipment are reflected in the Character of Classification and Notations affixed to the Character of Classification.

This Section introduces the fundamental classification symbols and notations. Additional and/or optional classification symbols and notations are described in the Rules and Guides governing the specific vessel or service.

3.2 The following example show a complete class designation for hull and machinery:

	Characters of Class	Notation
Hull	✠ **A IOO**	**OIL TANKER**

Machinery ✠ **SM** **OT**

A100 refers to ship's hull fully complies with the requirements of ISClass Construction Rules or other rules considered as equivalent.

A90 refers to refers to ship's hull which does not fully comply or no longer complies with the requirements of ISClass Construction Rules. However, the class may be maintained for a shorter period and/or with shorter survey intervals.

The figures 100 and/or 90 indicate the maintenance condition of the ship's hull in relation to the requirements of the ISClass Construction Rules, taking into account the permissible corrosion and wear tolerances.

SM The machinery and all installation cover by classification comply with the requirements of ISClass Construction Rules or other rules considered to be equivalent.

N-SM The machinery of non self-propelled vessels and floating units complies with the requirements of ISC Construction Rules or other equivalent rules.

SM The machinery does not comply or no longer fully complies with the requirement of ISC Construction rules, but functional safety and seaworthiness are ensured for the envisaged service. Here, the notation ✠ will be omitted.

N-SM Machinery installation for non self-propelled vessel or other floating units which do not comply or no longer fully complies with the requirements of ISClass Construction rules for machinery installation, but the safety function and the sea worthiness can be assured. Here, the notation ✠ will be omitted.

3.3 Anchoring equipment

E The ship's equipment of which i.e. windlass, anchors, anchors chains and cables comply with the requirement of ISClass Construction Rules.

E Where their equipment do not fully comply or no longer fully complies with the requirements of ISC construction rules, but functional safety and seaworthiness are ensured for the envisaged service. Here, the notation ✠ will be omitted.

3.4 Special equipment

3.4.1 Cargo refrigerating installations of cargo vessels

SMR Both in respect of hull and machinery, the cargo refrigerating installation fully complies with requirements of ISClass Construction Rules or equivalent.

SMR The cargo refrigerating installation does not fully comply or no longer fully complies with the requirement of ISClass Construction Rules, but functional safety and seaworthiness are ensured for the envisaged service. Here, the notation ✠ will be omitted.

3.4.2 Cargo refrigerating installations of fishing vessels

SMR$_F$ Both in respect of hull and machinery, the cargo refrigerating installation of fishing vessels fully complies with the requirements of ISC Construction rules for refrigeration installation.

$\underline{\text{SMR}_F}$ The cargo refrigerating installation of fishing vessels do not fully or no longer fully complies with the requirements of ISClass Construction Rules, but functional safety and seaworthiness are ensured for the envisaged service. Here, the notation ✠ will be omitted.

3.5 Survey, supervision of construction

The notations have the following meaning:

✠ Hull, machinery installation, anchoring equipments and/or special equipment (e.g. refrigerating installation) have been constructed

- under the supervision of ISClass,
- in accordance with ISClass Construction Rules

from materials and components tested under ISClass supervision.

✠ Hull, machinery installation, anchoring equipment or special equipment have been constructed under the supervision of and in accordance with the rules of another recognized Classification Society and have later on been classed with ISClass.

3.6 Geographical Limitations or Range of Service

Vessels which have been built to the satisfaction of the ISClass Surveyors to special modified requirements for a limited service, where approved by the Committee for that particular service, will be classed and distinguished in the *Record* by the symbols and notations as described above, but the symbols and notations will either be followed by or have included in them the appropriate geographical service limitation.

Ships built in accordance with the Construction rules for ocean-going service will have no Service Notation unlimited service.

Ships built in accordance with the rules for restricted service will have the following notations affixed to the character of classification:

(i) **R is for Restricted Ocean Service** – This range of service is limited to the trade for limited ocean service, provided distance to the nearest port of refuge and the offshore distance are not exceeding 200 nautical miles, unless stated otherwise

(ii) **C is for Coastal Service** - This range of service is limited to the trade along the coast, provided distance to the nearest port of refuge and the offshore

distance are not exceeding 20 nautical miles, as well as to the trade within enclosed seas

(iii) **S is for Shallow Service** - This range of service is limited to the trade in calm seas, bays, harbours or similar waters where there is no running of heavy seas

(iv) **W for Inland Waterway Service** - This range of service vessels intended for navigation in inland waters which comprise designated inland waterways (as gazette by law in that country, and any other waters showing comparable condition.

Observance of the boundaries generally fixed by official regulation is a pre-requisite for validity of class. ISClass may, on application, agree to the range of service being extended for a limited period and/or with certain reservations. This will have to be documented.

ISClass reserve the right to assign the notations subject to the conditions of the seaway prevailing in the respective service area.

3.7 Subdivision, damage stability

3.7.1 General markings

® For the hull in which the proof of subdivision and damage stability has been furnished.

✠ or ✠ Ships constructed under supervision as stated in 2.5 above are assigned one of notations shown on the left.

3.7.2 Special markings

The proof of damage stability is specified by an additional 5-digit marking shown in the Register book and in the Appendix to the certificate.

The first two digits represent the ship type (letter) and the damage stability regulations to be applied figure.

The letter following in the third place indicates whether the deterministic (D) or the probabilistic (P) damage stability assessment method has been applied.

The fourth and fifth digits, i.e. one digit each, specify the procedure applied (see Table 4.1):

- For ship assessed according to the deterministic method, the figures define the subdivision status assumed in the damage stability calculation.
- For ship assessed according to the probabilistic method, the figures state in percentage the required survival probability.

Table 4.1 – Damage Stability Notations

NOTATIONS	MEANING
D33	3- comp- status, throughout entire ship's length
D22	2- comp- status, throughout entire ship's length
D21	2- comp- status, partial 1-comp. status for specified compartments (eg. engine room)

D20	2- comp- status, without damage to specified compartments (e.g. engine room)
D11	1- comp- status, throughout entire ship's length
D10	1- comp- status, without damage to specified compartments (e.g. engine room)
P72	Required subdivision index 72% (example)

Accordingly, ships which, owing to their suitability for different kinds of services have been assigned several type markings, are likewise assigned several markings for their damage stability.

If the hull is constructed such as to comply with a higher ice class, this will be noted in the appendix to the certificate.

3.7.3 Ice strengthening

Ship and machinery installations, which comply with the requirements of the Construction Rules relating to strengthening for navigation in ice, will have one of the ("Ice Class") notations specified in Table 4.2 below affixed to the character of classification. Except for notation **ICE** which on application may be assigned to the hull or machinery installation, the hull and machinery must always be assigned the same ice class.

Table 4.2 - Ice Class Notations

NOTATIONS	MEANING
ICE1 or ICE2 or ICE3	Hull and machinery have been designed such as to comply with the requirements for navigation in ice, with index 1 representing the highest notation.
P1	SOLAS 60
P2	IMO Resolution A.265
P3	SOLAS 74
P4	SOLAS Amendments 88, Ch II-1, Reg.8
P5	IMO Res. A.265 simplified
T1	Bulk Chemical (BCH) Code
T2	Gas Carrier (GC) Code
T3	MARPOL Convention, Annex 1
T4	International Bulk Chemical (IBC) Code
T5	International Gas Carrier (ICG) Code
C1	International Convention on Load Lines (ILLC) Reg. 27
C2	SOLAS Amend. 90/91, Ch II-1, Reg. 25
S1	Code of Safety for Dynamically Supported Craft
S2	MODU Code
S3	IMO Resolution A.469
S4	Code of Safety for Special Purpose Ships
S5	IMO Res. A.673
S6	Code of Safety for High Speed

NOTES: The letters have the following meaning: ***P*** *– Passenger ships* ***C*** *– Cargo vessels* ***T*** *– Tanker* ***S*** *– Special purpose ships*

3.8 Ship type / kind of cargo carried

3.8.1 Ships of a special type, design or construction, or designed to carry defined cargo, will have a descriptive notation affixed to their character of classification, as illustrated by the following examples.

3.8.1.1 Dry cargo vessels

(a) CONTAINER SHIP - Ships intended exclusively to the carriage of containers and equipped with the appropriate facilities.

(b) EQUIPPED FOR CARRIAGE OF CONTAINERS Ships carrying containers occasionally or as part cargo only, and equipped with the appropriate facilities.

(*Note: The validity of the aforementioned notations affixed to the class character depends on the exclusive use of container stowage and lashing elements approved by ISClass and/or tested in accordance with the class rules, as well as on the approval of the container stowage and lashing plan with parts lists.)*

(c) BULK CARRIER – Ships which is intended primarily to carry dry cargo in bulk, including such types as Ore Carrier.

(d) ORE CARRIER - Ships specially designed for the carriage of bulk cargo and ore respectively and strengthened in accordance with the ISClass Construction Rules.

3.8.1.2 Tankers / liquid cargo

(a) OIL TANKER – Ships constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers.

(b) **CRUDE OIL TANKER -** – Oil tanker constructed or adapted to carry crude oil.

(c) **PRODUCT TANKER** – Oil tanker constructed or adapted to carry oil other than crude oil.

(d) **CHEMICAL TANKER** - Ships constructed or adapted for the carriage in bulk of any liquid product listed in Chapter 17 of the International Bulk Chemical Code.

(i) CHEMICAL TANKER – TYPE 1 (as an example as for several designations as used in IMO Codes).

(e) **NLS TANKER** - Ships constructed or adapted to carry a cargo of noxious liquid substances in bulk.

(f) **GAS CARRIER** – Ships, other than LNG Carrier, constructed or adapted and used for the carriage in bulk of any liquified gas.

(g) **LIQUEFIED GAS TANKER OR LNG CARRIER** - Ships constructed for the carriage in bulk of liquified natural gas (LNG) cargo and complying with the respective ISC Construction Rules. Suitability for the carriage of defined

(dangerous) cargoes and/or compliance with relevant rules will be specially indicated.

3.8.1.3 Passenger Ships

(a) PASSENGER SHIP - Ships which carries more than 12 passengers and complying with the construction rules and safety regulations in force for passenger ships.

(b) PASSENGER FERRY - Ships specially designed for carriage of goods/passengers/or vehicles engaged on short trips between domestic or regional harbours.

3.8.1.4 Ro-Ro Ships

(a) RO-RO SHIP - Ships equipped with ramp and possibly shell doors and strengthened in accordance with the ISClass Construction Rules, to enable motor vehicles to enter.

(b) EQUIPPED FOR CARRIAGE OF CARS - Ships provided with special equipment for the carriage of (non-loaded) motor vehicles.

(c) CAR FERRY - Ships designed for the transportation of motor vehicles (and possibly also passengers) engaged in the ferry service.

3.8.1.5 Fishing Vessel

FISHING VESSEL - Fishing vessel means any vessel used commercially for catching fish, whales, seals, walrus or other living resources of the sea and possibly with supplementary notations for specification of type and constructed in accordance with the Rules for Hull Construction.

3.8.1.6 Special – purpose ships

Other types of ships and/or craft which have been specially designed dimensioned and/or equipped for their intended purpose, will have a relevant descriptive notation affixed to their character of classification, such as:

TUG
ICE BREAKER
DREDGER (to specify type)
HYDROFOIL
PILOT BOAT

3.8.1.7 Floating docks

The notation affixed to the character of class is **FLOATING DOCK**, with indication of the lifting capacity, in tonnes [t].

3.8.1.8 High Speed Craft

HSC-A: Notation for craft (more than 450 passengers) meeting the requirements for construction and equipment as per IMO Res. MSC.36(63), category A.

HSC-B: Notation for craft (up to 450 passengers) meeting the requirements for construction and equipment as per IMO Res. MSC.36(63), category B.

HSC-CARGO: Notation for cargo craft meeting the requirements for construction and equipment as per IMO Res. MSC 36(63), cargo craft.

Notations for maximum permitted operating condition expressed in terms of significant wave height are added to the notations HSC-A, HSC-B, HSC-CARGO as follows :

SS 1 Smooth sea service $H_s \leq 0.5$ m
SS 2 Moderate sea service $H_s < 2.5$ m
SS 3 Restricted open sea service $H_s < 4.0$ m

Note: Hs refer to Significant Wave Height

3.8.2 Freeboard

With freeboard (xx) m - The ship's hull is dimensioned for a draught of less than the maximum draught permissible according to the Load Line Convention.

3.8.3 Special strengthenings

3.8.3.1 Heavy cargo

STRENGTHENED FOR HEAVY CARGO

Notation for ships provided with strengthenings recommended by the ISClass in accordance with the ISClass Construction Rules, unless complying with the requirements of the notations "bulk carrier" or "ore carrier".

(a) Use of grabs

G Notation for ships with inner bottoms strengthened for the use of grabs in accordance with the ISClass Construction Rules.

(b) Deck loads

Data on permissible deck loads or container weights are recorded in the form of entries in the class certificate, as well as in the approved design documentation.

(c) Strengthenings for collisions

COLL The hull side structures are specially strengthened to resist collision impacts as stipulated in ISClass Construction Rules. The index added to the notation (e.g. COLL 2) reflects the degree of strengthening provided.

3.8.4 Carriage of dangerous cargoes

SOLAS II-2, Reg. 54: Notation in the class certificate assigned to ships equipped for the carriage of dangerous cargoes in accordance with the requirements of the ISClass Rules.

3.9 Enhanced Surveys

ESP refers to Enhanced Survey Program where the ship's cargo hold (tank top / double bottom) will be surveyed according to an enhanced survey program.

Applicable to oil carriers, product carriers, chemical carriers, bulk carriers equal to or greater than 500 GRT.

IW refers to ship's hull specially prepared and equipped for in-water surveys.

3.10 Special equipment and systems

3.10.1 Special systems (e.g. propulsion systems) or equipment covered by classification may be referred to by a notation affixed to the character of classification eg:

EQUIPPED WITH BOW RUDDER
EQUIPPED WITH DYNAMICAL POSITIONING

NAV-O The bridge is designed in compliance with the Preliminary Rules for Bridge Design on Seagoing Ships. (O: Ocean Area)

NAV-C As above, but for coastal service and below (including shallow and inland services, if applicable).

EC Equipment Certified - Bridge/navigational equipment which have been constructed in accordance with the rules and under supervision by ISClass.

Note: This does not apply to the anchor equipment or to other equipment, such as container lashing items

3.11 Material

If the ships are constructed of mild steel, this will not be specially indicated. If other materials are employed for the hull, this will be indicated in the Register and in the class certificate, eg:

HTS (High Tensile Steel)
AL (Aluminium)
FRP (Fibre-Reinforced Plastic)
WB (Wooden Boat)

3.12 Novel designs

EX Ships, machinery installations or essential parts have been constructed in accordance with a design, for which sufficient experience is not available. ISC will decide at what intervals the required periodical surveys will have to be carried out. Where experience over a prolonged period of time has proved the efficiency of the design, the notation EX may be cancelled.

3.13 Centralized or Automatic Control Systems

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

UMC refers to machinery installation is fitted with approved equipment for Unattended Machinery Spaces, so that it does not require to be operated and/or maintained for periods of at least 24 hours.

LMC(n) refers to the period during which attendance to the equipment is less than 24 hours, with a number (n) indicating the time limit to which the machinery space may remain unattended.

ECR refers to the machinery installation is operated with the engine control room permanently attended (centralized control) and is equipped with a system for remote control of the main propulsion plant from the bridge or arrangements for manoeuvring from the engine control room.

REM refers to the installation provided with a system for remote control of the main propulsion plant from the wheelhouse. Mainly applicable to small harbor crafts or fishing vessels.

3.14 Common Structural Rules for Tankers and Bulk Carriers

Vessels designed and built to the requirements in “Common Structural Rules for Double Hull Oil Tankers”, “Common Structural Rules for Single/Double Side Skin Bulk Carriers”, and “Guide for ISClass Construction Monitoring Program”, will be identified in the *Record* by the notation **CSR, AB-CM.**

3.15 Inert Gas System

IGS refers to ship equipped with an inert gas systems in accordance with the ISClass Construction Rules, or with a system recognized as being equivalent in design.

3.16 Reliquefaction plants (liquefied gas tankers)

SM_G refers to ships carrying liquefied gases and installed with machinery for cooling (re-liquefaction) of their cargo in accordance with ISClass Rules.

3.17 Fire Fighting

Ship fitted with equipment complying with the ISClass Construction Rules for Fire-Fighting will, depending on the size and purpose of the equipment provided, have one of the following notations affixed to the character of classification for the machinery installation:

FF1 refers to equipment for fighting fires in the initial stage and performing rescue operations in the immediate vicinity of the installation on fire.

FF2 refers to equipment for sustained fire-fighting of large fires and for cooling parts of the installation on fire.

FF3 refers to equipment corresponding to FF2 but with greater fire extinguishing capacity and more comprehensive or back-up equipment.

Ship provided with internal fire protection equipment and in accordance with the ISClass Construction Rules will have the following notations:

(i) **IF-M** for machinery;
(ii) **IF-A** for accommodation space; and
(iii) **IF-C** for cargo spaces.

3.18 Redundant electrical propulsion

EP (%) As stipulated in the Construction Rules for Electrical Installations, the vessel is equipped with a redundant propulsion system. The percentage redundancy as fixed by ISClass in accordance with the prescribed computation particulars is an integral part of the character of class.

1 Certificate of Classification

1.1 Certificate of Classification and Provisional Certificate of Classification

(a) The Society will issue a Certificate of Classification (referred to as "Certificate" in this chapter) for a ship registered in its Classification Register in accordance with the provisions in Chapter 2. The ISClass will issue a Provisional Certificate of Classification (referred to as "Provisional Certificate" in this chapter), which is valid until the issuance of a Certificate, for a ship which has been surveyed for classification and reported by ISClass surveyors to be fit for classification.

(b) The ISClass will issue a Certificate for a registered ship once a Special Survey has been completed in accordance with the provisions of Chapter 2 to the satisfaction of a ISClass surveyor.

(c) The Society will endorse a Certificate when an Annual Survey or an Intermediate Survey has been completed to the satisfaction of a ISClass surveyor.

1.2 Contents of Certificates and Provisional Certificates

(a) The following items stated in the Classification Register are to be included on Certificates of Classification and Provisional Certificates of Classification.
(i) Information to identify a ship
(ii) Information on the validity of a certificate

(b) In addition to the items specified in (a) above, the Society may issue an appendix for a certificate which contains additional information deemed appropriate by the ISClass.

1.3 Validity of Certificates and Provisional Certificates

(a) A Certificate is to be valid for a period not exceeding five (5) *years*.
(b) The validity of a Certificate may be extended for five (5) *months* from the date of completion of a Special Survey when a registered ship has been subjected to such a survey in accordance with the Ship Rules to the satisfaction of a ISClass surveyor, or may be extended for the period granted when the due date of the Special Survey has been postponed subject to the approval of the ISClass in accordance with the Ship Rules. However, a Certificate whose validity has been extended is to become invalid upon the issuance of a new Certificate.
(c) A Provisional Certificate is valid for five (5) *months* from its date of issue. A Provisional Certificate becomes invalid upon issue of a Certificate.
(d) A Certificate or Provisional Certificate becomes invalid when ship classification is withdrawn under the provisions of the Rules.

END OF DOCUMENTS