

IACS

**International Association
of Classification Societies**

FEATURE ARTICLE
IACS

PHOTO(S) OF THE MONTH
Ship & Sea

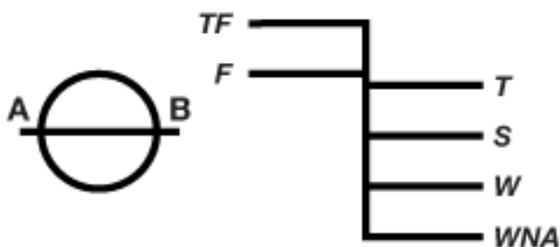
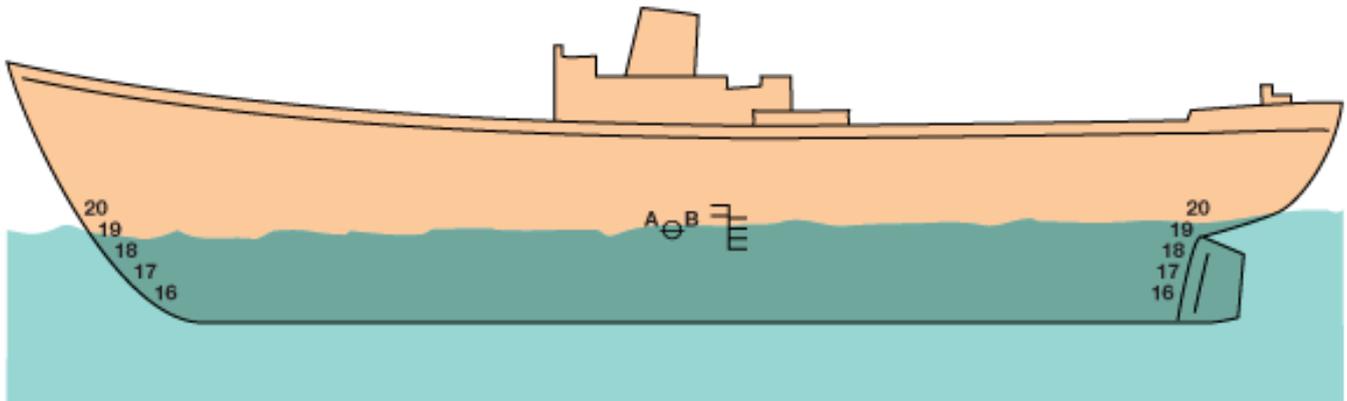
BONUS ARTICLE
Classification Clause 2001

BACK TO BASICS
Question Of The Month

Marine
Newslink



February 2020



AB	American Bureau of Shipping
TF	tropical freshwater load line
F	freshwater load line
T	tropical zones load line
S	summer load line
W	winter load line
WNA	winter North Atlantic load line

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The most important marks & numbers on any ship are its load-lines and Plimsoll Mark, which is always located at middle section of each ship's side. Main section of any Plimsoll mark is a circle with horizontal line running right through its center. These lines slightly extend on both sides and will have some alphabetical notations on it. These notations are neither ship owners initial, nor they belong to its P&I club or its Flag Authority. These notations belong to Classification Society of that ship.

A Classification Society is an organization which:

- i. Publishes its own classification Rules (including technical requirements) in relation to the design, construction and survey of ships, and has the capacity to (a) apply, (b) maintain and (c) update those Rules and Regulations with its own resources on a regular basis;
- ii. Verifies compliance with these Rules during construction and periodically during a classed ship's service life;
- iii. Publishes a register of classed ships;
- iv. Is not controlled by, and does not have interests in, ship-owners, shipbuilders or

others engaged commercially in the manufacture, equipping, repair or operation of ships; and

- v. Is authorized by a Flag Administration as defined in SOLAS Chapter XI-1, Regulation 1 and listed accordingly in the IMO database, Global Integrated Shipping Information System (GISIS).

WHY 'CLASSIFICATION'?

Classification is one element within the maritime safety regime. Others with a responsibility for or interest in promoting maritime safety include Flag State Administrations (Registration), Port State Control authorities, Underwriters, Charterers and of course, the Shipowners, Shipbuilders, Seafarers.

HISTORY

In the second half of the 18th century, marine insurers based at Lloyd's Coffee House in London, developed a system for the independent technical assessment of the ships presented to them for insurance cover. In 1760 a Committee was formed for this purpose. The earliest existing entries of their initiative are recorded in Lloyd's Register Book for the years 1764-65-66.

At that time, an attempt was made to 'classify' the condition of each ship on an annual basis. The condition of the hull was classified A, E, I, O or U, according to the excellence of its construction and its adjudged continuing soundness (or otherwise). Equipment was G, M, or B: simply, Good, Middling or Bad. In time, G, M and B were replaced by 1, 2 or 3, which is the origin of the well-known expression 'A1', meaning 'first or highest class'.

The purpose of a Classification Society is to provide classification and statutory services and assistance to the maritime industry and regulatory bodies. The objective of ship classification is to verify the structural strength and integrity of essential parts of the ship's hull and its attachments and the reliability and function of its propulsion, steering systems, power generation, auxiliary systems and other features fitted on the ship. Classification Societies aim to achieve this objective through the development and application of their own Rules and by verifying compliance with international and/or national statutory regulations on behalf of flag Administrations.

A ship that has been designed and built to the appropriate Rules of a Society may apply for a certificate of classification from that Society. However, such a certificate does not imply and should not be construed as, a warranty of safety, fitness for purpose or seaworthiness of the ship. It is only an attestation that the ship follows all classification rules that have been developed and published by the respective Class Society. Classification Societies are neither

guarantors of safety of life or property at sea or the seaworthiness of a ship because the Classification Society has no control over how a ship is manned, operated and maintained between the periodical surveys which it conducts.

As an independent, self-regulating, externally audited body, a Classification Society has no commercial interests related to ship design, ship building, ship ownership, ship operation, ship management, ship maintenance or repairs, insurance, and/or chartering

THE INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES - IACS

IACS can trace its origins back to the International Load Line Convention of 1930 and its recommendations. The Convention recommended collaboration between Classification Societies to secure "as much uniformity as possible in the application of the standards of strength upon which freeboard is based...".

Following the Convention, RINA hosted the first conference of major Societies in 1939 - also attended by ABS, BV, DNV, GL, LR and NK - which agreed on further cooperation between the Societies.

More than 50 organizations worldwide define their activities as providing some form of marine classification services; however, not all of these meet the IACS definition:



The IACS members are:

ABS	- American Bureau of Shipping
KR	- Korean Register of Shipping
BV	- Bureau Veritas
LR	- Lloyd's Register
CCS	- China Classification Society
NK	- Nippon Kaiji Kyokai (ClassNK)
CRS	- Croatian Register of Shipping
PRS	- Polish Register of Shipping
DNV	- GL DNV GL AS
RINA	- RINA
IRS	- Indian Register of Shipping
RS	- Russian Maritime Register of Shipping

It is estimated that the Members of IACS collectively class over 90 percent of all commercial tonnage involved in international trade worldwide.

Some of the Non-IACS Classification societies from other countries are:

HRS	- Hellenic Register of Shipping - 1919 Pireus, Greek
BKI	- Biro Klasifikasi Indonesia - 1964 di Jakarta, Indonesia
RINA	- Registro Internacional Naval - 1973 di Paris, Perancis
RBNA	- Brazilian Register of Shipping - 1982 di Rio de Janeiro, Brazil
IROS	- International Register of Shipping - 1993 di Miami, Amerika Serikat
ICS	- Iranian Classification Society - 2007 di Tehran, Iran

A ship built in accordance with the applicable Rules of an IACS Member Society may be assigned a class designation by the Society on satisfactory completion of the relevant surveys. For ships in service, the Society carries out surveys to verify that the ship remains in compliance with those Rules. Should any defects that may affect class become apparent or damages be sustained between the relevant surveys, the owner is required to inform the concerned Society immediately.

The classification of a ship is based on the understanding that the ship is loaded, operated and maintained in a proper manner by competent and qualified crew or operating personnel. A ship may be maintained in class provided that, in the opinion of the Society concerned, it remains in compliance with the relevant Rules, as ascertained by periodic or non-periodic survey.

SCOPE OF CLASSIFICATION

Implementing the published Rules, the classification process consists of:

- A technical review of the design plans and related documents for a new ship to verify compliance with the applicable Rules;
- Attendance at time of construction of the ship in the shipyard by a Classification Society surveyor(s) to verify that the ship is constructed in accordance with the approved design plans and classification Rules;
- Attendance by a Classification Society surveyor(s) at the relevant production facilities that provide key components such as the steel, engine, generators and castings to verify that the component conforms to the applicable Rule requirements;
- Attendance by a Classification Society surveyor(s) at the sea trials and other trials relating to the ship and its equipment prior to delivery to verify conformance with the applicable Rule requirements;
- Upon satisfactory completion of the above, the builder's/shipowner's request for the issuance of a class certificate will be considered by the relevant Classification Society and, if deemed satisfactory, the assignment of class may be approved, and a certificate of classification issued;
- Once in service, the owner must submit the ship to a clearly specified schedule of periodical class surveys, carried out onboard the ship, to verify that the ship continues to meet the relevant Rule requirements for continuation of class.

Class Rules do not cover every piece of structure or item of equipment on board a ship nor do they cover operational elements. Activities which generally fall outside the scope of classification include such items as: design and manufacturing processes; choice of type and power of machinery and certain equipment (e.g. winches); number and qualification of crew or operating personnel; form and cargo carrying capacity of the ship and maneuvering performance; hull vibrations; spare parts; life-saving appliances and maintenance equipment. These matters may however be given consideration for classification according to the type of ship or class notation(s) assigned.

CLASS CERTIFICATE



Issue of the certificate of classification

A certificate of classification, bearing the class notations assigned to the ship and an expiry date is issued to all classed ships. This certificate may also be provided with annexes supplying information enough for the management of the certificate, for determining the class surveys date and for immediate assessment of possible irregularities (overdue recommendations, etc.).

An interim/provisional certificate of classification may serve as a certificate of classification in certain situations when deemed necessary by the Society.

Validity of the certificate of classification

A certificate of classification, properly endorsed, is valid until the expiry date unless advised otherwise by the Society or provided there are no grounds for suspension or withdrawal of class. Endorsement of the certificate of classification

When annual and intermediate surveys are satisfactorily completed, the certificate of classification is:

- Endorsed for the periodical surveys;
- According to the practice of some Societies, endorsed accordingly with the relevant entries in the appropriate annexes attached to the certificate concerning the outstanding recommendations/conditions of class, if any, and/or the surveys held.

Where applicable, memoranda are also endorsed in the appropriate annex.

ASSIGNMENT, MAINTENANCE, SUSPENSION AND WITHDRAWAL OF CLASS

Class is assigned to a ship upon the completion of satisfactory review of the design and surveys during construction undertaken in order to verify compliance with the Rules of the Society. For existing ships, specific procedures are followed, when transferring from one Class Society to another.

Ships are required to follow through-life survey regime if they are to be retained in class. These surveys include the class renewal (also called "special survey"), intermediate survey, annual survey and bottom/docking surveys of the hull. They also include tail-shaft survey, boiler survey, machinery surveys and where applicable, surveys of items associated with the maintenance of additional class notations.

The surveys are to be carried out in accordance with the relevant class requirements to confirm that the condition of the hull, machinery, equipment and appliances is in compliance with the applicable Rules.

CLASSIFICATION SURVEYS

A classification survey is a visual examination that normally consists of:

- An overall examination of the items identified in the Rules for survey;
- Detailed checks of selected parts, on a sampling basis;
- Witnessing tests, measurements and trials where applicable

Each classed ship is subjected to periodic surveys. These are based on a five-year cycle and consist of annual surveys, an intermediate survey and a class renewal/special survey (held every 5 years). The severity of each specified survey increases with the age of the ship. The class renewal surveys/special surveys include extensive in-water and, in most cases, out-of-water examinations to verify that the structure, main and auxiliary machinery,



systems and equipment of the ship remain in a condition which satisfies the relevant Rules. The examination of the hull is supplemented, when specified, by ultrasonic thickness measurements and the witnessing of tests as specified in the Rules and as deemed necessary by the attending surveyor. The survey is intended to assess whether the structural integrity remains in conformance with the standards contained in the relevant Rules and to identify areas that exhibit substantial corrosion, significant deformation, fractures, damages or other structural deterioration.

The intermediate survey (held approximately half-way between special surveys) includes examinations and checks as specified in the Rules to determine whether the ship meets the Rule requirements. According to the type and age of the ship, drydocking may be required and the examination of the hull may be supplemented by ultrasonic thickness measurements of ship's structure steel plates as specified in the Rules and where deemed necessary by the attending surveyor.

At the time of annual surveys, the ship is generally examined. The survey includes an external general inspection of the hull, equipment and machinery of the ship and some witnessing of tests, so far as is necessary and practical in order to determine whether the ship meets the Rule requirements. Older ships of certain types may also be subject to a general examination of some specified internal areas of the hull.

SUSPENSION OF CLASS

Class may be suspended following a decision

made by the Society when one or more of the following occurs:

- when a ship is not operated in compliance with the Rule requirements;
- when a ship proceeds to sea with less freeboard than that assigned;
- when the owner fails to request a survey after having detected defects or damages affecting the class;
- when repairs, alterations or conversions affecting the class are carried out without requesting the attendance of a surveyor.

In addition, class is automatically suspended:

- when the class renewal/special survey has not been completed by its due date or within the time granted in special circumstances for the completion of the survey, unless the ship is under attendance by the Society's surveyor(s) with a view to completion prior to resuming trading;
- when the annual or intermediate surveys have not been completed by the end of the corresponding survey time windows. Suspension of class with respect to the above cases will remain in effect until such time as the due surveys and any other survey deemed appropriate by the Society have been completed.

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

- When a recommendation/condition of class is not dealt with within the time limit specified, unless it is postponed before the due date by agreement with the Society;
- When one or more other surveys are not held by their due dates - or the dates stipulated by the Society also taking into account any

WITHDRAWAL OF CLASS

- extensions granted;
- When, due to the nature of reported defects, the Society considers that a ship is not entitled to retain its class even on a temporary basis (pending necessary repairs or renewals, etc.);
- In other circumstances where the owner fails to submit the ship to a survey in accordance with a special requirement.

In all cases suspension will remain in effect until such time as matters are rectified and the class is reinstated, or class is withdrawn. Depending on the Society's procedures, the suspensions of class which are not automatic may take effect either when they are decided by the Society or from the date when the conditions for suspension occurred. However once the conditions for class suspension/withdrawal are met and before any decision by the Society can be taken, either because the Society is not aware of the circumstances (surveys dates, etc. are recorded but not systematically monitored) or because the decision is not yet taken, maintenance of class cannot generally be confirmed by the Society during this period.

The Society will withdraw the class of a ship when:

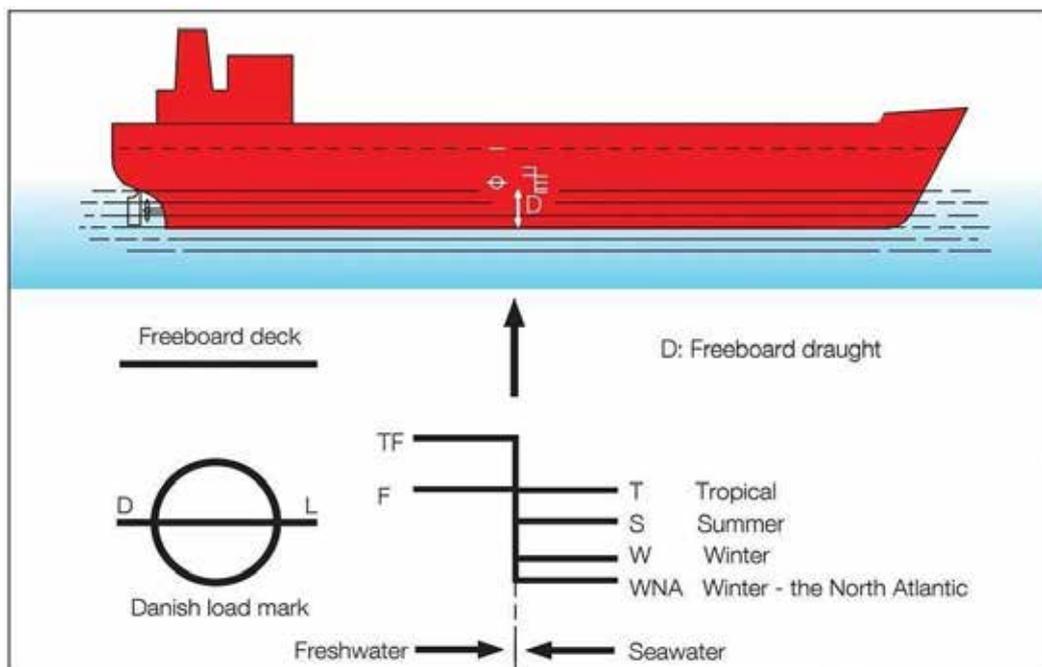
- requested by the owner;
- The class has been suspended for more than six months;
- The ship is reported as a constructive total loss and the owner does not advise his intention to repair the ship for re-instatement of class;
- The ship is reported lost;
- The ship will not trade further as declared by its owner.

Withdrawal of class takes effect from the date on which the circumstances causing such withdrawal to occur or when it is decided.

Classification Societies are often simply referred to as 'Class Societies' or just 'Class' ('class').

NOTIFICATION OF SUSPENSION OR WITHDRAWAL

- When class is suspended or withdrawn, the Society will at the same time:
Inform the owner, flag Administration and underwriters (the latter at their request);
- Publish the information on its website and convey the information to appropriate databases (Equasis, etc.).



PHOTOS OF THE MONTH

Ship & Sea



BONUS ARTICLE CLASSIFICATION CLAUSE 2001

QUALIFYING VESSELS

1. This insurance and the marine transit rates as agreed in the policy or open cover apply only to cargoes and/or interests carried by mechanically self-propelled vessels of steel construction classed with a Classification Society which is:

1.1 a Member or Associate Member of the International Association of Classification Societies (IACS*), or

1.2 a National Flag Society as defined in Clause 4 below, but only where the vessel is engaged exclusively

in the coastal trading of that nation (including trading on an inter-island route within an archipelago of which that nation forms part).

Cargoes and/or interests carried by vessels not classed as above must be notified promptly to underwriters for rates and conditions to be agreed. Should a loss occur prior to such agreement being obtained cover may be provided but only if cover would have been available at a reasonable commercial market rate on reasonable commercial market terms.

AGE LIMITATION

2. Cargoes and/or interests carried by Qualifying Vessels (as defined above) which exceed

the following age limits will be insured on the policy or open cover conditions subject to an additional premium to be agreed.

Bulk or combination carriers over 10 years of age or

other vessels over 15 years of age unless they :

2.1 have been used for the carriage of general cargo on an established and regular pattern of trading

between a range of specified ports, and do not exceed 25 years of age, or

2.2 were constructed as containerships, vehicle carriers or double-skin open-hatch gantry crane vessels (OHGCs) and have been

continuously used as such on an established and regular pattern of trading between a range of specified ports, and do not exceed 30 years of age.

CRAFT CLAUSE

3. The requirements of this Clause do not apply to any craft used to load or unload the vessel within the port area.

NATIONAL FLAG SOCIETY

4. A National Flag Society is a Classification Society which is domiciled in the same country as the owner of the vessel in question which must also operate under the flag of that country.

PROMPT NOTICE

5. Where this insurance requires the assured to give prompt notice to the Underwriters, the right to cover is dependent upon compliance with that obligation.

LAW AND PRACTICE

6. This insurance is subject to English law and practice.

* For a current list of IACS Members and Associate Members please refer to the IACS website at www.iacs.org.uk

1/1/01 CL354-2001

QUESTION OF THE MONTH(Please submit your replies by 25th of each month)

Insured cargo was loaded on IACS classed vessel but with the following restriction: "Navigation in sea areas with the ship proceeding not more than 30 miles from the place of refuge and with sea condition not more than 4." During course of voyage the vessel was caught in severe weather, which pushed her out of geographical limits where she sank. Insured filed for claim & argued that he was not obliged to ensure that vessel complies classification rules at all time. Is his argument acceptable & is claim tenable?

LAST MONTH'S QUESTION

Consignment of seeds packed in sealed plastic pouches/packets were being transported by truck which met with over-turning. The cargo fell onto the roadside. There was rain a few hours before the over-turning and the ground was muddy. Full cargo was recovered. But Insured was apprehensive that water from ground may have entered the pouches/packets, and it could affect the germination percentage. As per regulation the seed company was required to sell seeds with minimum 70% germination percentage, but the seed company was charging premium pricing and was guaranteeing much higher germination percentages. Policy was on All Risks basis. There was no brand clause.

LAST MONTH'S ANSWER:

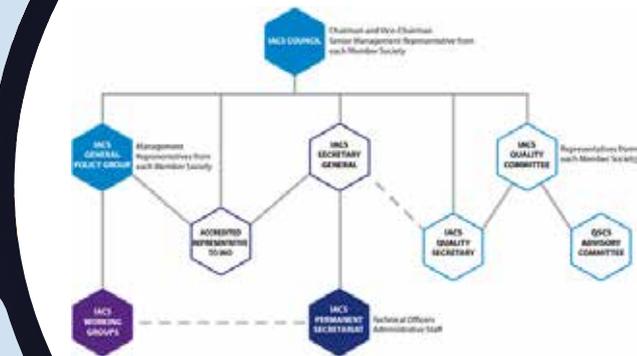
Fear of loss is not covered under marine. So only apprehension of loss would not make claim payable.

If the insured can establish that the seeds have suffered physical damage with the help of suitable tests, then claim will be payable.

CORRECT ANSWERS SENT BY: (In order of replies received)

No correct answer received for Last Month's question

**PLEASE SEND YOUR REPLIES/ANSWERS TO ADDRESSES
GIVEN ON LAST PAGE OF THE MARINE NEWSLINK.**



**IF YOU HAVE ANY COMMENTS/ FEEDBACK
PLEASE SEND IT TO**

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