

INTERNATIONAL SHIP CLASSIFICATION

RULES FOR CONDITIONS OF CLASSIFICATION – Part A



 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 1	Rules For Conditions of Classification (General Conditions)

1. Overview

International Ship Classification, hereinafter referred to as ISC, is an independent ship classification society set up with the objective of ensuring safety of lives at sea and the protection of the marine environment.

ISC provides classification services to vessels and marine floating structures, and statutory certification on behalf of various Flag States. ISC has been assessed according to ISO 9001:2015 and FS 504144 standards.

2. Definitions

Administration	Government or contracted Authority of the state whose flag is flown by the ship
Anniversary Date	Due date for annual surveys every year, coinciding with expiry date for Certificate of Classification
Approved	Either by an Administration, an IACS member or an ISC representative
Audit	An independent review to verify whether quality activities meet planned arrangements and are effectively implemented to achieve the stated objectives
Audit Checklist	List of items to be audited
Ballast Tank	Tank used for ballasting operations
Builder	Contracted party to build a vessel
Cargo Area	Dedicated area for cargo holds, cargo tanks, slop tanks and cargo pump room and deck areas throughout the entire length of the vessel over these spaces
Cargo Space	Dedicated space for cargo, including trunk of the space
Control Station	Place where the vessel's emergency source of power or where fire control equipment is located
Customer	Any person &/or persons or legal entity responsible for paying ISC fees once ISC services has been agreed upon
Critical Areas	Locations which are identified to require monitoring due to corrosion, buckling, etc.
Double Class Ship	Vessel classed by two Societies, where each Society works as if it is the only Society classing the vessel
Dual Class Ship	Vessel classed by two Societies, where there is a written agreement regarding the sharing of work
Existing Ship	Vessel which is not a new ship
Finding	A factual statement, supported by evidence, indicating a non-conformance
New Ship	Vessel which has been defined with year of build or keel laid date on or after the stated date in IMO Conventions (i.e. SOLAS, MARPOL, MLC, etc..)
Non-conformance	Non-fulfilment of a requirement
Observation	Identified as a weakness that could lead to reduced quality, efficacy or potential environmental and human harm
Flag State	Maritime Administration of a vessel's registry
Port State Authority	Maritime Authority of the vessel's port of call



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 1

Rules For Conditions of Classification (General Conditions)

Recognized Organization	An organization authorised by a Flag Administration and complying with Part 2 of the Code for Recognized Organizations (RO Code) as per MSC.349(92) and MEPC.237(65).
Recognized Third Party	An entity with proper Type Approval Certification of an IACS member, a Flag State or on a case-by-case consideration basis
Spaces	Distinct compartments including holds and tanks
Survey	Inspection, examinations, measurements and tests of various appliances, equipment, machinery and procedures onboard
Suspected Areas	Locations showing Substantial Corrosion and/or considered by attending Surveyor to be prone to rapid wastage
Substantial Corrosion	An extend of corrosion assed to be in excess of 75% of allowable margins, but still within acceptable limits.
Sheltered Water	Water where the fetch is six (6) nautical miles or less.
Clear Water	Water having ample depth to permit the normal development of wind generated waves
Fetch	The extend of clear water across which a wind has blown before reaching the ship.
Reasonable Weather	Weather is assumed to exclude winds exceeding Beaufort force six associated with sea states resulting in green water being frequently taken on board the ship's deck. However, this can vary for ships and should be subjected to good seamanship and judgement.
Recommendation	Professional opinion of the surveyor to rectify any Findings

3. Confidentiality


ISC will treat as confidential any documentation received in connection with orders placed with us. 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, fees will be charged. Additional cost, including travel and accommodation, incurred in connection to the services will be billed to the customer.

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

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 1	Rules For Conditions of Classification (General Conditions)

5. Legal Liability

Compliances with all mandatory requirements, such as conventions, laws and regulations, issued by international community, national or local sources applicable is the sole responsibility of the Customer, subject to assessments by ISC, with express exclusion of any liability or guarantee obligation on the part of ISC in any undertaking.


In rendering services requested by the Customer, ISC and its authorised personnel shall carry out all works with reasonable diligence. Since the documentation, data, information and specifications are provided by the Customer to ISC, ISC cannot under any circumstances be held responsible for any inaccuracies, gaps, errors or other deficiencies caused by the services provided. In the event that accuracies or errors attributable to ISC are found, ISC shall, as far as practicable, undertake corrective actions at its own expense.

If the Customer has suffered loss or damage due to active or omissive conduct carried out intentionally or with serious negligence by the ISC and its personnel, ISC shall provide the Customer appropriate compensation as a result of proven negligence, omission or default for the loss or damage incurred, as determined by the competent judicial authority 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.

Any liability arising from indirect and/or consequential loss, damage or expense is excluded. Under no circumstances shall any individual acting on behalf of ISC be held personally liable for the loss, damage or expense incurred.

6. Jurisdiction

In the event of any disputes arising from or in connection with any transaction, jurisdiction shall be exclusively conferred to the courts within the territorial jurisdiction of the People's Republic of China, and the governing law shall be the laws of the People's Republic of China.

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 2	Rules For Conditions of Classification (Conditions of Classification)

1. Classification Procedures

- a. The Classification procedures consists of:
 - (i) The development of Rules, Guides, standards and other criteria for the design and construction of marine vessels and structures, for materials, equipment and machinery,
 - (ii) The review of design and survey during and after construction to verify compliance with such Rules, Guides, International Codes and Conventions or national rules,
 - (iii) The assignment and registration of class when such compliance has been verified, and
 - (iv) The issuance of a renewable Classification certificate with annual endorsements valid for five years.
- b. The Rules, Guides, and standards are, in general, developed by the International Association of Classification Societies and by ISC, and passed upon by selected committees made up of Maritime Industry professionals.
- c. 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 Customer, shipyard, ship repairer, manufacturer or other client.

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

ISC reserves the right to amend or alter the Rules at any time without giving prior notice to the Customer, shipyard, ship repairer, manufacturer or other client.

2. Submission of Plans

It shall be the responsibility of the customer to submit the plans, drawings and documentation as required by the Rules. Electronic versions may be accepted.

- a. In general, the following plans are to be submitted for review (as applicable to the vessel):
 - (i) Anchor and mooring arrangements
 - (ii) Bottom construction, girders, bulk heads, etc.
 - (iii) Bow framing
 - (iv) Capacity plan
 - (v) Cargo handling gear with foundation strength and arrangement
 - (vi) Damage control plan
 - (vii) Deck plan
 - (viii) Docking plan
 - (ix) Electrical wiring and switch board arrangement
 - (x) Engine Room arrangement
 - (xi) Framing plan
 - (xii) General arrangement



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 2

Rules For Conditions of Classification (Conditions of Classification)

- (xiii) Hatches and hatch-closing arrangements
- (xiv) Hull port and framing details
- (xv) Inner bottom plating
- (xvi) Lines plan
- (xvii) Machinery details, boiler, engine & auxiliary engines
- (xviii) Midship section
- (xix) Scantling plans
- (xx) Shaft tunnel
- (xxi) Shell expansion
- (xxii) Sill heights
- (xxiii) Skeg attachment foundation
- (xxiv) Steering gear details and arrangement
- (xxv) Stern tube, frame and rudder
- (xxvi) Superstructure, deckhouse with closing arrangement
- (xxvii) Ventilation system
- (xxviii) Vessel specifications
- (xxix) Watertight and deep-tank bulkheads
- (xxx) Watertight and weathertight doors and arrangements
- (xxxi) Welding details
- (xxxii) Window and framing details

- b. Machinery plans, including respective machinery foundations, calculations and installation details, are to be submitted in advance for approval.
- c. When vessel is undergoing construction or modification, including the installation of machineries and equipment, their respective plans, details and arrangements are to be submitted in advance for approval.
- d. Additional plans and calculations may be required due to compliance with various ratifications and amendments in the International Codes and Conventions.


3. Alternative Measures & Equivalence

ISC May consider the acceptance of alternatives and novel outfitting which deviate from or do not apply directly to the Rules, provided that these are deemed to be equivalent to the satisfaction of ISC. Such as where:

- a. Recognised international standard (ISC, IEC, etc..) or national standards (JIS, KS, ASME, etc..) are available.
- b. Records of vessel approved by any Society which is subjected to verification compliance with a quality assurance or compliance system (QSCS).
- c. Proven service record of maintenance of performance without any incident or damage for a sufficient period.

4. Certification and Reports

Plan review, and surveys during and after construction are conducted by ISC to verify to itself and its stakeholders that a vessel, structure, material, equipment or machinery is in compliance with the Rules, Guides, standards or other criteria of ISC and to the

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 2	Rules For Conditions of Classification (Conditions of Classification)

satisfaction of the attending Surveyor. All reports and certificates are issued solely for the use of ISC, its committees, its clients and other authorized entities.

ISC 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 Customer will be advised of any request and/or release of information

ISC 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 Customers will be advised of any request and/or release of information. In the case of overdue conditions of classification, the Customers will be given the opportunity to verify the accuracy of the information prior to its release.

5. Classification

Classification may cover a vessel's hull, machinery and cargo gears as stated in these Rules.

Annual inspections shall be carried out to verify compliances with these Rules.

Classification is a representation by ISC as to the compliance with applicable requirements of the Rules. The Rules ISC 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. ISC, being a technical society, can only act through Surveyors or others who are authorised by it.

Nothing contained in any certificate, report, plan or document review or approval is deemed to be in any way a representation or statement beyond those contained in Chapter 2. ISC 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 of ISC who shall remain the sole judge thereof. ISC is not responsible for the consequences arising from the use by other parties of the Rules of ISC, without review, plan approval, and survey by ISC. Any certificate or report evidences only that at the time of survey the vessel, structure, 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 ISC and is issued solely for the use of ISC, its committees, its clients, or other authorized entities.

6. Suspension of Classification

Suspension of Classification is a withdrawal of all representation by ISC as to a vessel or floating structure.



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 2

Rules For Conditions of Classification (Conditions of Classification)

- a. 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.
- b. 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.
- c. 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.
- d. 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 ISC and agreed upon prior to commencement.
- e. Each finding and recommendation shall be assigned a due date for completion. Vessel and owner will be notified of these proceeding and vessel's class will be suspended if the item is not rectified, or postponed with ISC agreement, by the due date.
- f. 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 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), 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



INTERNATIONAL SHIP CLASSIFICATION


Part A Chapter 2

Rules For Conditions of Classification (Conditions of Classification)

- Progression of the Special Periodical Survey as far as practicable; and
 - In the case where dry-docking 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 Dry-docking Survey not exceeding 36 months interval provided the vessel is without outstanding recommendation regarding underwater parts.
- g. 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 ISC 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.
- h. 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.
- i. Vessels intending to lay up shall inform ISC on any such developments. Laid up vessels need not be suspended from Classification during this period when the surveys are overdue.
- j. However, if vessel has already been suspended from Classification before the lay-up period, then the suspension remains in force until it is lifted.

7. Lifting of Suspension

- a. Classification shall be reinstated after suspension for:
- (i) Overdue surveys upon satisfactory completion of all overdue surveys. Such surveys will be credited as the original due date;
 - (ii) Overdue findings and recommendations upon satisfactory completion of all overdue findings and recommendations;
 - (iii) Overdue Continuous Survey items upon satisfactory completion of all overdue items.
- b. When a vessel is dual classed (one of the Classification Societies is ISC) and if one decides to suspend the Classification of the vessel, the owner will inform and advise ISC of the reasons of such actions within five (5) working days.
- (i) Reinstatement of Classification will take place when the original suspension order has been rescinded.

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 2	Rules For Conditions of Classification (Conditions of Classification)

8. Withdrawal and Suspension of Classification due to other reasons

- a. ISC reserves the right to suspend the Classification of the vessel for the following:
- (i) Suspected improper maintenance of class;
 - (ii) Where fees or expenses invoiced have not been paid;
 - (iii) Mismanaged vessel;
 - (iv) Failure to notify ISC of any damage to hull, machinery or equipment
 - (v) Failure to notify ISC of any incidence or accidents such as, but not limited to, casualty events, grounding, stranding, capsized, breaking up;
 - (vi) If vessel has been detained by Port State Control Authority more than twice in a six (6) month period;
 - (vii) If vessel's Automatic Identification System (AIS) or Long-Range Identification and Tracking (LRIT) have been switched off and is suspected to be in breach of international sanctions.
- b. ISC reserves the right to withdraw the Classification of the vessel for the following:
- (i) At the request of the owner;
 - (ii) When the vessel with incomplete survey findings and/or recommendations, which was required to be rectified, leaves port;
 - (iii) If outstanding debt to ISC is not settled within a set date;
 - (iv) Where the Rules of Classification cannot be fulfilled.



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 3

Rules For Conditions of Classification (Character of Classification and Notations)

1. General

- a. The Classification of ships or other floating structures and any pertinent equipment is based on:
 - (i) The current edition of the Rules for Classification and Surveys of ISC in force; and
 - (ii) 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 Customer or Owner.
- b. Any regulatory requirements for materials and welding as specified by the shipyard and/or shipowner, and other additional rules that may be applicable.

2. Period of Class Validity

- a. In general, a Class of the ship is valid for a period of five (5) years.
- b. However, ISC may assign a ship a shorter period as a result of the Renewal Survey or Condition of Survey from the vessel's previous Class.

3. Statutory Rules and Regulations

- a. National rules and regulations as adopted by the respective Flag States can form additional requirements to the Rules. Other requirements stipulated by International Conventions would be taken in to account by ISC as well.
- b. Requirements of the various Flag States' National and Non-Convention Rules, not mentioned in ISC Rules, shall be applicable as far as Owner and the specific Flag State agreement.

4. Characters of Classification and Notations

- a. 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.
- b. 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.
- c. The following example show a complete class designation for hull and machinery:

	Characters of Class	Notation
Hull	✘ A 100	OIL TANKER
Machinery	✘ SM	OT

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



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 3

Rules For Conditions of Classification (Character of Classification and Notations)

A90 refers to refers to ship's hull which does not fully comply or no longer complies with the requirements of ISC 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 ISC 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 ISC 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 ISC Construction rules for machinery installation, but the safety function and the sea worthiness can be assured. Here, the notation **⊗** will be omitted.

5. Special equipment

a. Cargo refrigerating installations of cargo vessels


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

SMR The cargo refrigerating installation does not fully 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.

b. 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.

SMR_F The cargo refrigerating installation of fishing vessels do not fully 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.

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 3	Rules For Conditions of Classification (Character of Classification and Notations)

6. Survey, supervision of construction

The notations have the following meaning:

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

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

from materials and components tested under ISC 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 ISC.

7. Geographical Limitations or Range of Service

- a. Vessels which have been built to the satisfaction of the ISC 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.
- b. Ships built in accordance with the Construction rules for ocean-going service will have no Service Notation for unlimited service.
- c. 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.
- d. Observance of the boundaries generally fixed by official regulation is a pre-requisite for validity of class. ISC 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.



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 3

Rules For Conditions of Classification (Character of Classification and Notations)

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

8. Subdivision and Damage Stability

a. 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.

b. 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.

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.



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 3

Rules For Conditions of Classification (Character of Classification and Notations)

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

9. 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.

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

10. Ship Type

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.

- 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.




INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 3

Rules For Conditions of Classification (Character of Classification and Notations)

- 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 ISC Construction Rules.
- e. Oil Tanker: Ships constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers.
- f. Crude oil tanker: Oil tanker constructed or adapted to carry crude oil.
- g. Product tanker: Oil tanker constructed or adapted to carry oil other than crude oil.
- h. 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. NLS tanker: Ships constructed or adapted to carry a cargo of noxious liquid substances in bulk.
- j. Gas carrier: Ships, other than LNG Carrier, constructed or adapted and used for the carriage in bulk of any liquified gas.
- k. 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.
- l. Passenger ship: Ships which carries more than 12 passengers and complying with the construction rules and safety regulations in force for passenger ships.
- m. Passenger ferry: Ships specially designed for carriage of goods/passengers/or vehicles engaged on short trips between domestic or regional harbours.
- n. RO-RO ship: Ships equipped with ramp and possibly shell doors and strengthened in accordance with the ISC Construction Rules, to enable motor vehicles to enter.
- o. Equipped for carriage of cars: Ships provided with special equipment for the carriage of (non-loaded) motor vehicles.
- p. Car ferry: Ships designed for the transportation of motor vehicles (and possibly also passengers) engaged in the ferry service.
- q. 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.
- r. Floating dock: Movable platform or structure meant for docking vessels whilst in the sea. Notation "FLOATING DOCK" with the lifting capacity in tonnes (t).

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 3	Rules For Conditions of Classification (Character of Classification and Notations)

- s. Others: 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. Examples are:

- (i) Tug
- (ii) Dredger
- (iii) Barge
- (iv) Pontoon
- (v) Pilot Boat

11. Freeboard

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

12. Heavy Cargo – Strengthening

Notation for ships provided with strengthening recommended by the ISC in accordance with the ISC 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 ISC 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. Strengthening for collisions – COLL

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

13. 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 ISC Rules.

14. 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 GT.

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



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 3

Rules For Conditions of Classification (Character of Classification and Notations)

15. Special Equipment and Systems

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

Example:

**EQUIPPED WITH BOW RUDDER
EQUIPPED WITH DYNAMICAL POSITIONING (X)**

b. **NAV-O**

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

c. **NAV-C**

As above (in b), but for coastal service and below (including shallow and inland services, if applicable)

d. **EC**

Equipment Certified – Bridge and/or navigational equipment which have been constructed in accordance with the rules and under supervision by ISC.

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

16. 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.

Example:

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


17. 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.

18. Centralised 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

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 3	Rules For Conditions of Classification (Character of Classification and Notations)

and remote-control systems are to be in accordance with the applicable requirements of the relevant ISC 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 harbour crafts or fishing vessels.

19. 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 ISC Construction Monitoring Program”, will be identified in the *Record* by the notation **CSR, AB-CM**.

20. Inert Gas System

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

21. 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 ISC Rules.

22. Fire Fighting

Ship fitted with equipment complying with the ISC 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.

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 3	Rules For Conditions of Classification (Character of Classification and Notations)

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 ISC Construction Rules will have the following notations:

- IF-M** for machinery
- IF-A** for accommodation space
- IF-C** for cargo spaces

23. 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 ISC in accordance with the prescribed computation particulars is an integral part of the character of class.



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 4

Rules For Conditions of Classification (Transfer of Class Procedures)

1. General


- a. The procedures and requirements regarding the transfer of class from the losing Society to the gaining Society to which applicable vessel across all types, propulsion means, area of operations.
- b. Both the losing and gaining Societies obligations continue to apply while undergoing this process.
- c. In general, and also for laid-up vessels, ISC shall check on the classification status from the previous Society to verify.

2. Procedures Requirements of Transfer

In accordance with MSC-MEPC.2/Circ.2 Guidelines for Administrations to ensure the adequacy of transfer of class-related matters between Recognized Organizations (ROs), including the monitoring and verification of class-related matters, as applicable for such cases.

3. Obligations and Reporting of ISC as Gaining RO

- a. Relevant surveys specified in Chapter 2 should be satisfactorily completed for issuance of interim certificates.
- b. For ships less than 15 years of age, an interim classification certificate could be issued only after the ISC has completed:
 - (i) All overdue surveys
 - (ii) All overdue recommendations / conditions of class previously issued against the ship as specified to the owner by the losing RO.
- c. For ships 15 years of age and over, an interim classification certificate could be issued only after the losing RO has completed:
 - (i) All overdue surveys
 - (ii) All overdue recommendations / conditions of class previously issued against the ship.
- d. Any outstanding recommendations / conditions of class should be dealt with by their due dates.
- e. The principles stated in paragraphs 3.a, 3.b and 3.c should apply to any additional recommendations / conditions of class issued against the ship arising from surveys which were not included in the initial survey status of class-related matters provided to ISC by the losing RO because the surveys were carried out in close proximity to the request for transfer of class-related matters. Such additional recommendations / conditions of class if received after the issuance of the interim classification certificate by ISC and which are overdue should be dealt with at the first port of call by the relevant RO depending on the age of the ship.

 ISClass	INTERNATIONAL SHIP CLASSIFICATION	
	Part A Chapter 4	Rules For Conditions of Classification (Transfer of Class Procedures)

- f. Copies of the plans listed in Chapter 2 should be provided to the ISC as a prerequisite to obtaining a full term classification certificate.

If owner is unable to provide all required plans, ISC shall request that the owner authorize the losing RO to transfer copies of such of these plans as it may possess directly to ISC upon request from ISC, with advice that losing RO will invoice ISC, then ISC may charge all cost arising to the Customer.

- g. Prior to issuing an interim classification certificate, ISC should obtain:
- (i) From the owner, a written request for transfer of class-related matters, containing an authorization for ISC to obtain the current status of class-related matters from the losing RO; and
 - (ii) The current surveys status of class-related matters from the headquarters of the losing RO or one of its designated control or management centres.
- h. Within two (2) working days of receipt of a written request from the owner for transfer of class-related matter to ISC, ISC should notify losing RO of the requested transfer of class-related matters and attaching the owner's authorization for release of the survey status. IF ISC does not receive the survey status of class related matters from the losing RO within three (3) working days from request, ISC might utilize the losing RO's survey status information of class-related matters provided by the owner and, after complying with the other relevant requirements of MSC-MEPC.2/Circ.2, might issue an interim classification certificate. In such cases, a statement should be included in or with the interim classification certificate reminding the owner that the conditions in paragraph 3.a are still applicable.
- i. ISC shall not issue an interim classification certificate, or other document enabling the ship to trade:
- (i) Until all relevant surveys have been satisfactorily completed.
 - (ii) In cases where surveys have been completed by losing RO, before ISC has sufficient time to review all documents and survey status.
 - (iii) Until all overdue surveys and all overdue recommendations / conditions of class previously issued against the subject ship as specified to the owner by the losing RO, have been completed and rectified by:
 - ISC for ships less than 15 years of age
 - Losing RO for ships 15 years of age and above
 - (iv) Before giving opportunity to the flag Administration to provide any further instructions within three (3) working days.
- j. When facilities are not available in the first port of survey, an interim classification certificate might be issued to allow the ship to undertake a direct voyage to a port where facilities are available to complete the required surveys and/or rectify overdue recommendations/conditions of class. In such cases:



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 4

Rules For Conditions of Classification (Transfer of Class Procedures)

- (i) All relevant surveys should be carried out to the maximum extent practicable at the first port of survey, but in no case less than the scope of surveys required where both gaining and losing ROs agree; and
 - (ii) The RO completing the overdue items should inform the other RO of the decision taken, direct voyage conditions agreed and the agreed port survey.
- k. The validity of the interim classification certificate and the subsequent classification certificate should be subject to any outstanding recommendations/conditions of class previously issued against the ship being completed by the due date and as specified by the losing RO. Any outstanding recommendations/conditions of class with their due dates should be clearly stated on:
 - (i) The interim classification certificate or an attachment to the interim classification certificate, and/or survey record of class-related matters available on board; and
 - (ii) The survey status of class-related matters when the full term classification certificate is issued.
- l. ISC should, within one (1) month from issuing its interim classification certificate, advise the losing RO 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 ship as specified to the owner by the losing RO.
- m. Any additional information regarding outstanding surveys or recommendations/conditions of class received from the losing RO should be dealt with accordingly and reported to the losing RO within one (1) month from the completion of the survey. If this additional information is received after the interim classification certificate has been issued, any surveys or recommendations/conditions of class which are overdue should be dealt with at the first port of call by:
 - (i) ISC for ships less than 15 years of age; and
 - (ii) The losing RO for ships 15 years of age or over.
- n. If the conditions set out in 3.m are not fulfilled, the interim classification certificate should be withdrawn immediately and the Administration so advised, unless the owner agrees to proceed directly, without further trading, to a suitable port where any overdue surveys or overdue recommendations/conditions of class should be carried out by the relevant RO based on the age of the ship.
- o. Prior to final acceptance of class-related matters, ISC will:
 - (i) Carry out the review of survey records of class-related matters of the losing RO to the extent deemed necessary.
 - (ii) Carry out the review of survey records of class-related matters of other ROs which had previously issued a classification certificate for the ship.



INTERNATIONAL SHIP CLASSIFICATION

Part A Chapter 4

Rules For Conditions of Classification (Transfer of Class Procedures)

- (iii) Confirm, in writing, the date of final entry into class to the flag Administration within one (1) month of the date of final entry into class.
- p. Notwithstanding the records indicating that all surveys are up to date, a survey will be conducted by ISC, extent of which shall be based on the age of the ship and the losing RO's status of class-related matters as follows:
- (i) For ships of age less than 5 years, the hull survey should take the form of an annual survey;
 - (ii) For ships between 5 and 10 years of age, the hull survey is to include inspection of a representative number of ballast spaces;
 - (iii) For ships 10 years of age and above but less than 20 years of age, the hull survey is to include inspection of a representative number of cargo spaces;
 - (iv) For oil tankers and bulk carriers of 500 GT and above which are 15 years of age and above but less than 20 years of age, the hull survey shall take the form of a full renewal survey or a full intermediate survey, whichever is due next;
 - (v) For all ships 20 years of age and above, the hull survey shall take the form of a full renewal survey;
 - (vi) Should a dry-docking of the ship be not due at the time of transfer, ISC shall consider the conduct of an underwater examination in lieu of dry-docking.
 - (vii) Machinery surveys shall include a general examination of all essential machinery including:
 - Boiler(s), economisers and steam/steam generators under working conditions and the relevant safety valves;
 - All pressure vessels;
 - Insulation resistance, generator circuit breakers, preference tripping relays and generator prime mover governors to be tested and paralleling and loading sharing;
 - Navigation lights, indicators and their working and alternative sources of power;
 - Bilge pumps, emergency fire pumps and remote control for oil valves, oil fuel pumps, lubricating oil pumps and force draught fans;
 - Recirculating and ice clearing arrangements, if any;
 - Main and auxiliary machinery necessary for operation of the ship at sea together with essential controls and steering gear;
 - Alternative means of steering shall also be tested;
 - A short sea trial should be held at the surveyor's discretion if the ship has been laid up for a long period;
 - Initial start arrangements to be verified;
 - (viii) In the case of oil tankers, the cargo oil system and electrical installation in way of hazardous spaces to be checked for compliance standards. Where intrinsically safe equipment is installed, ISC will check for the appropriate type approval of such equipment. The safety devices, alarms and essential instruments of the inert gas



ISClass

INTERNATIONAL SHIP CLASSIFICATION

**Part A
Chapter 4**

**Rules For Conditions of Classification
(Transfer of Class Procedures)**

system should be verified and the plant generally examined to ensure that it does not constitute a hazard to the ship.