



RULES FOR CLASSIFICATION OF **Ships**

PART 1 CHAPTER 1

General Regulations

JULY 2011

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FOREWORD

DET NORSKE VERITAS (DNV) is an autonomous and independent foundation with the objectives of safeguarding life, property and the environment, at sea and onshore. DNV undertakes classification, certification, and other verification and consultancy services relating to quality of ships, offshore units and installations, and onshore industries worldwide, and carries out research in relation to these functions.

The Rules lay down technical and procedural requirements related to obtaining and retaining a Class Certificate. It is used as a contractual document and includes both requirements and acceptance criteria.

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If any person suffers loss or damage which is proved to have been caused by any negligent act or omission of Det Norske Veritas, then Det Norske Veritas shall pay compensation to such person for his proved direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question, provided that the maximum compensation shall never exceed USD 2 million.
In this provision "Det Norske Veritas" shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers, employees, agents and any other acting on behalf of Det Norske Veritas.

CHANGES

General

The present edition of the rules includes amendments and additions approved by the Executive Committee as of June 2011 and supersedes the January 2010 edition of the same chapter.

The rule changes come into force as described below.

Text affected by the main rule changes is highlighted in red colour in the electronic pdf version. However, where the changes involve a whole chapter, section or sub-section, only the title may be in red colour.

This chapter is valid until superseded by a revised chapter.

Main changes coming into force 1 July 2011

- **Sec.1 Classification Principles**

- Modified text in Guidance note in item B606.
- Table B1 Disclosure of Information has been amended to allow for the access to “Final approved technical documents” and requirements for Port state authority/Coastal state authority. In addition, amendments have been made regarding access to correspondence.
- B806 has been amended.

- **Sec.3 Retention of Class**

- Added “affecting classification” in item B302.
- Added “If the class certificate has expired at the time of renewal survey completion, new certificate should be issued” at the end of item C102.

- **Sec.5 Legal Provisions**

- Item A201 regarding restricted use of the rules has been amended.

Corrections and Clarifications

In addition to the above stated rule requirements, a number of corrections and clarifications have been made to the existing rule text.

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SECTION 1 CLASSIFICATION PRINCIPLES

A. General

A 100 The Society

101 Det Norske Veritas is an independent foundation with the objective of safeguarding life, property, and the environment.

The foundation operates through the limited company Det Norske Veritas AS, which is registered in Norway and operates through a worldwide network of offices.

Det Norske Veritas AS carries out classification, quality assurance and certification of ships, facilities and systems, and carries out research in connection with these functions. Moreover, provided its integrity is not impaired, Det Norske Veritas AS may perform assignments which utilize its knowledge or which contribute to develop knowledge that will be required for the performance of these tasks.

102 The *Society* signifies Det Norske Veritas AS.

103 The *EC* signifies the Executive Committee of the Society.

A 200 Definitions

201 *EC*: See 103.

202 *Builder*: Signifies the party contracted to build a vessel in compliance with the Society's rules.

203 *Certificate*: A document confirming compliance with the Society's rules or with other rules and regulations for which the Society has been authorized to act.

204 *Certification*: A service confirming compliance with applicable requirements on the date that the survey was completed.

205 *Class*: Class is assigned to and will be retained by vessels complying with applicable requirements of the Society's rules.

206 *Classification*: A service which comprises the development of independent technical standards for vessels - the rules (see 231), and to verify compliance with the rules throughout the vessels' life.

207 *Condition of Class (CC)*: Constitutes a requirement that specific measures, repairs or surveys shall be carried out within a specific time limit in order to retain class.

208 *Condition on behalf of the flag administration (CA)*: Constitutes specific measures, repairs or surveys that shall be carried out within a specific time limit in order to retain the statutory certificate.

A CA will be issued only when the Society has been authorised to carry out statutory surveys on behalf of the flag administration. See 212 and D.

209 *Convention vessel*: A vessel which due to its tonnage, usage or dimensions would, if trading in international waters or on international voyages, fall within the requirements of any, or any part, of the IMO Conventions.

210 *Customer*: Signifies the party who has requested the Society's service.

211 *Designer*: Signifies a party who creates documentation submitted to the Society for approval or information.

212 *Flag administration*: The maritime administration of a vessel's country of registry.

213 *Guidance notes*: Contain advice which is not mandatory for the assignment or retention of class, but with which the Society, in light of general experience, advises compliance.

214 *IACS*: The International Association of Classification Societies.

215 *IMO*: Signifies the International Maritime Organization.

216 *ISO*: Signifies the International Organisation for Standardization.

217 *Lay-up*: A terminology used for vessels that are out of commission. In this state the vessel may be at anchorage or permanently moored in a safe harbour.

218 *Main functions* in the context of class are:

- strength
- weathertight and watertight integrity

- power generation
- propulsion
- steering
- drainage and bilge pumping
- ballasting
- anchoring.

219 *Manufacturer*: Signifies the entity that manufactures the material or product, or carries out part production that determines the quality of the material or product, or does the final assembly of the product.

220 *Memorandum to Owner (MO)*: Constitutes information related to the ship, its machinery and equipment or to rule requirements. A MO will be issued in relation to information that does not require any corrective action or survey.

221 *Non-convention vessel*: A vessel other than a convention vessel.

222 *Owner*: Signifies the registered owner or manager of the vessel or any other organization or person who has assumed the responsibility for operation of the vessel and who on assuming such responsibility has agreed to take over all the duties and responsibilities.

223 *Patrolling*: Signifies checking on an independent and unscheduled basis that the applicable processes, activities and associated documentation of the shipbuilding functions continue to conform with classification and statutory requirements.

224 *Plan approval*: Signifies a systematic and independent examination of drawings, design documents or records in order to verify compliance with the rules or statutory requirements. Plan approval will be carried out at the discretion of the Society, which also decides the extent and method of examination.

225 *Plan approval staff*: Personnel authorized to carry out plan approval and to conclude whether or not compliance has been met.

226 *Port state authority*: The maritime authority in the country of the vessel's port of call.

227 *Quality system*: Signifies both the quality management system and established production and control procedures.

228 *Reliability*: The ability of a component or a system to perform its required function under given conditions for a given time interval.

229 *Retroactive Requirement (RR)*: Constitutes a class or statutory requirement that will enter into force for certain ships in operation and under construction at a given date or an upcoming survey. The RR will specify the required actions to be taken in order to retain class or statutory certification.

RR related to statutory certification will be issued only if the Society has been authorised to carry out statutory certification on behalf of the flag administration.

230 *Review*: Signifies a systematic examination of drawings, design documents or records in order to evaluate their ability to meet requirements, to identify any problems and to propose necessary actions.

231 *Rules*: All requirements adopted by the EC as the basis for classification.

232 *Society*: See A102

233 *Statement of compliance*: A document confirming compliance with specified requirements. Such documents may be issued by the Society in cases where it has not been authorized to certify compliance.

234 *Survey*: Signifies a systematic and independent examination of a vessel, materials, components or systems in order to verify compliance with the rules and/or statutory requirements. Surveys will be carried out on the vessel, at the construction or repair site as well as at sub-suppliers and other locations at the discretion of the Society, which also decides the extent and method of control.

235 *Survey staff*: Personnel authorized to carry out surveys and to conclude whether or not compliance has been met.

236 *Tentative rules*: Provisional requirements and/or guidelines to which the Society reserves the right to make adjustments in order to obtain the intention reflected in the rules.

237 *Verification*: A service that signifies a confirmation through the provision of objective evidence (analysis, observation, measurement, test, records or other evidence) that specified requirements have been met.

238 *Vessel*: In the context of this chapter of the rules mean either:

- a ship
- a craft, e.g. high speed, light craft
- a barge, e.g. a vessel without sufficient means of self propulsion for their service area

- a vessel, e.g. naval support vessel, or
- a unit, e.g. mobile offshore unit (MOU).

239 *Witnessing*: Signifies attending tests or measurements where the surveyor verify compliance with agreed test or measurement procedures.

B. The Classification Concept

B 100 General

101 The classification concept consists of the development and application of rules with regard to design, construction and survey of vessels. In general, the rules cover:

- the structural strength (and where relevant the watertight integrity) and integrity of essential parts of the vessel's hull and its appendages, and
- the safety and availability of the main functions in order to maintain essential services.

102 Class is assigned to a vessel on the basis of compliance with the rules. Class is maintained in the service period provided applicable rules are observed and surveys carried out.

B 200 Assignment of class

201 Class will be assigned to a vessel when applicable requirements have been met. The assignment of class is documented by the issuance of a class certificate or an interim class certificate and the entry of the vessel's main particulars and details of class in the Society's "Register of Vessels".

202 The class will be retained on the condition that the requirements applicable for retention of class are complied with. Retention of class is confirmed by annual endorsements and renewal of the class certificate at 5-year intervals.

B 300 Main and optional class

301 Class is assigned as main (mandatory) class and optional class.

302 *Main class*

Main class stipulates requirements for the vessel's main functions.

Vessels with features, systems or equipment which impose risks may be subject to additional main class requirements.

Applicable notations for main class are given in Ch.2 Sec.1 B.

303 *Optional class*

Optional class are additional requirements for special types of vessels, features and systems where the customer may request the assignment of optional class notations. Applicable optional class notations are given in Ch.2 Sec.1 C.

Upon special consideration, optional class notations as found in the Society's other rule books may be assigned to a vessel complying with these rules.

B 400 Conditions and assumptions involving other parties

401 Classification is performed on the basic assumption that other parties involved fulfil their individual obligations. Classification does not substitute the role and/or release the obligations of other parties.

402 Nothing contained in these rules or in any certificate, report or document issued in connection with or pursuant to these rules, shall relieve any customer, designer, engineer, builder, manufacturer, shipyard, seller, supplier, owner, operator, vessel management or any other party from any obligations or consequences of default whatsoever.

403 Compliance with the rules does not imply acceptance or commissioning of a vessel. This is the exclusive responsibility of the owner.

B 500 Interaction with flag authorities and statutory requirements

501 The vessel's arrangement and equipment shall comply with the requirements given by its flag administration, as applicable.

Such compliance is a prerequisite for classification. Compliance shall be demonstrated by possession of the applicable convention certificates issued according to D. The Society will not verify compliance with these requirements unless authorised by the flag administration.

502 For convention vessels carrying more than 60 persons, the scope of statutory involvement will, upon

special consideration, be subject to additional requirements.

Guidance note:

Compliance with the IMO Special Purpose Ships Code may be required.

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503 For non-convention vessels, such as but not limited to:

- cargo ships less than 500 GT
- all ships in domestic trade including passenger ships.

possible prerequisites are given in the respective rule chapters for the type of vessel in question.

504 For non-convention vessels with more than 12 persons on board, scope of class may upon special consideration be subject to additional requirements.

505 If the Society has not been authorised to undertake statutory certification on behalf of a Flag state through an agreement, the Society assumes the right to refuse to issue, or withdraw class for such vessels.

The Society decides the extent of authorization found necessary in order to retain class.

B 600 The rules

601 The rules lay down technical and procedural requirements related to obtaining and retaining a class certificate.

602 The rules give requirements for the design, construction, survey and testing of vessels.

603 The rules give requirements for the assignment and retention of main class and for optional class.

604 The rules also give requirements for certification of materials, components and systems, the extent of which depends on the scope of main class and optional class.

605 The rules cover in some areas requirements given in the IMO conventions and codes. The Society will verify compliance with these rules.

606 Rules and rule amendments accepted by the EC will come into force on a date decided by the EC. Unless stated otherwise, the coming into force date shall be six (6) months after the date of publication.

Guidance note:

The date on which rule changes come into force is shown on page 3 of new/revised rule chapters.

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607 In the case where service experience and/or theoretical findings show that unacceptable risks may exist in connection with items covered by the existing rules, the EC may, at any time, decide to lay down supplementary or amended requirements concerning the assignment and retention of class in order to maintain the overall safety and reliability objective reflected by the rules.

608 If a rule amendment is made mandatory to vessels already contracted (see Sec.2 A303) or to vessels that have already been assigned class, this will be especially stated in Pt.7 Ch.2.

609 The Society may consider the use of risk based assessments as a means of documenting compliance with rule requirements.

Guidance note:

The assessment may be carried out using the format presented in IMO MSC/Circ.1023-MEPC/Circ.335 Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process.

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610 Alternatives to detailed requirements in the rules may be accepted when the overall safety and reliability level is found to be equivalent or better than that of the rules. Approval may be revoked if subsequent information indicates that the chosen alternative is not satisfactory.

611 If detailed requirements are not prescribed in the rules, the Society may consider the safety and reliability level of a proposed solution, or require clarification to resolve the issue.

The Society reserves the right to accept or reject proposed solutions without justification.

612 The Society reserves the exclusive right to interpret, decide equivalence or make exemptions to the rules.

613 The rules are an integral part of the Society's classification service. The safety objectives inherent in the rules are achieved in conjunction with this service.

Using the rules without the corresponding classification services may have the result that safety objectives are not met.

B 700 Documentation and information

701 All information that may influence the judgement, decisions and requirements of the Society for the purpose of classification, shall be made available to the Society.

It is the customer's responsibility to document or demonstrate compliance with the Society's rules. Information may be made available by submitting documents to the Society or by permitting surveys performed by the Society at the customer's premises, onboard the vessel or at the premises of the customer's sub-contractors.

702 Documentation required for approval or information are stated in each chapter of the rules and shall be submitted to the Society by the customer.

Guidance note:

Pt.0 Ch.3 "Plan approval documentation types - Definitions" provides a detailed description of documentation types that should be submitted to the Society to demonstrate compliance with the rules and statutory requirements. See also Pt.0 Ch.1 Sec.2.

The organisation and content of the documentation requirements is based on the Society's understanding of common industrial practise. Alternative approaches may be considered, provided that the information submitted covers the information requested through the documentation requirements and unnecessary documentation is required.

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703 The submitted documentation, which forms the basis for classification shall, at all times, reflect the true status. Any revisions of documents required for plan approval shall therefore be submitted to the Society.

704 The English language shall be used in plans and specifications submitted for approval, as well as in communications between customers and the Society. The possibility of using a local language shall be agreed upon in advance.

705 The supply of information may take place electronically and on a continuous basis in a format accepted by the Society, e.g. by on-line access to the Society's data bases.

706 The submitted documentation shall use SI-units (International System of Units) unless otherwise agreed.

B 800 Disclosure of information

801 The Society will not disclose any information received or reports made in connection with classification to any other party than those entitled thereto (see Table B1) or to those having been given the right to receive information by legislation, court decision or written permission from the owner of the information.

Table B1 Disclosure of information

<i>Information in question</i>	<i>Owner</i>	<i>Flag administration</i>	<i>Port state authority/ Coastal state authority</i>	<i>Insurance company*)</i>	<i>Builder or supplier</i>
<i>Newbuildings:</i>					
Approved structure related drawings	Yes ¹⁾	Upon request	No	No	N/A
Approved system and component drawings	Yes ¹⁾	Upon request	No	No	N/A
<i>Vessels in operation:</i>					
Final approved technical documents	Yes ¹⁾	Upon request	No	Yes ²⁾	No
Class and statutory certificates issued by the Society	Yes	Yes	Yes	Yes ²⁾	N/A
Condition on behalf of the flag Administration (CA)	Yes	Yes	Yes	Yes ²⁾	N/A
Text of Conditions of Class (CC)	Yes	Yes	Yes	Yes ⁴⁾	N/A
Text of Condition on behalf of the flag Administration (CA)	Yes	Yes	Yes	Yes ⁴⁾	N/A
Survey reports	Yes	Yes	Upon request ³⁾	Yes ²⁾	N/A
Memorandum to Owner (MO)	Yes	Yes	No	Yes ²⁾	N/A
Retroactive Requirement (RR)	Yes	Yes	No	Yes ²⁾	N/A
<i>Other information:</i>					
Correspondence with Builder or owner	Yes ¹⁾	No	No	No	Yes ¹⁾
¹⁾ When accepted in writing by copyright holder and Owner or builder as applicable ²⁾ When accepted in writing by copyright holder and Owner or through special clause in insurance contract ³⁾ Survey reports pertaining to a Port State Control (PSC) rectification survey can be given upon request from the PSC authority ⁴⁾ Overdue Conditions of Class only *) Insurance company means Pand I Clubs and Hull & Machinery Underwriters N/A Not applicable. However, certificates with possible related CC and MO will normally be received by the builder upon class assignment.					

802 The Society will not disclose information that can be considered the property of another party except when permission is given in writing by that party.

803 Internal communication, notes and calculations produced within the Society in connection with classification will not be disclosed to other parties.

804 Notwithstanding 801 to 803, the following parties will have access to such information:

- authorised representatives of the flag administration
- authorised audit teams performing audits in connection with certification of the Society.

805 Notwithstanding 801 and 803, the Society may disclose information requested by a court order, governmental body (including regional bodies) or other public investigation bodies that are authorised by a decree.

806 Information recorded in the Society's "Register of Vessels", which encompass the status of classification and statutory surveys and certificates issued by the Society, overdue conditions, class suspensions, withdrawals and reinstatements will be published and/or released to any interested party e.g. through Equasis according to IACS PR16.

807 The Society may at its discretion release to other classification societies information concerning relevant technical information on serious hull structural, ship machinery and system failures for the purpose of improving ship safety and protection of the marine environment. The owners will be informed accordingly.

B 900 Access

901 For the purpose of verifying compliance with the rules, the customer shall whenever necessary provide the Society's surveyors with safe access to the vessel and/or to their premises. The premises and objects to be inspected shall as agreed be cleaned and prepared for inspection.

902 The customer shall provide flag authorities and authorised audit teams with safe access to the vessel and/or to their premises in order to audit the Society's compliance with applicable rules, regulations and quality standards.

903 The Society reserves the right to decline to perform a requested service when inadequate access is provided or the safety of its surveyors may be compromised.

B 1000 Calibration of equipment

1001 Measuring and test equipment used by customers, the result of which may form the basis for the surveyor's decisions, shall have a calibration status to an appropriate accuracy according to the rules or as accepted by the surveyor.

B 1100 Service suppliers

1101 Suppliers providing services on behalf of the customer, such as measurements, tests and maintenance of safety systems and equipment, the result of which may form the basis for the surveyor's decisions, shall be approved by the Society, according to criteria established by the Society.

C. Appeals

C 100 Decisions taken by the Society

101 The customer may request in writing that a decision made by the Society shall be taken up for reconsideration. The expenses incurred shall be paid by the customer. However, if the earlier decision is revoked, the Society's expenses will be covered by the Society.

D. Statutory Certification

D 100 General

101 The Society undertakes statutory certification on behalf of flag administrations when and to the extent the Society has been authorised to do so by the individual flag administration.

Statutory certification includes inter alia approval, survey and the issuance of statutory certificates.

When the Society acts on behalf of a flag administration, the Society follows international statutory instruments, IACS Unified Interpretations and DNV Statutory Interpretations, and generally follows guidance issued by IMO in Circulars etc. unless the flag administration has instructed the Society otherwise.

102 It is assumed by the Society that required statutory surveys for ships classed by the Society will be carried out by the Society or by officers of the flag administration itself and that statutory certificates will be issued by the Society or by the flag administration with the exceptions mentioned in 103 to 106. The Society assumes the right to withdraw class if statutory certificates are not issued as described in this paragraph.

103 The Society may accept that Safety Management Certificates (ISM Code) are issued by a third party that has been authorised by the flag administration and complies with IMO Resolution A.739(18) and A.789(19).

104 The Society may accept that International Ship Security Certificates (ISPS Code) are issued by a third party that has been authorised by the flag administration and complies with MSC/Circ.1074.

105 The Society may accept that Cargo Ship Safety Radio Certificates (SOLAS) are issued by a third party that has been authorised by the flag administration.

106 For a dually classed vessel, where the Society has not been authorised by the flag administration to issue statutory certificates, the Society may accept that such certificates are issued by the dual class society provided the other class society is authorised by the flag administration.

D 200 Service suppliers

201 Where surveyors use the services of service suppliers in making decisions affecting statutory requirements, the suppliers shall be approved by either:

- the relevant flag administration
- a duly authorised organisations acting on behalf of the flag administration

- an equipment supplier when explicitly described by IMO conventions, resolutions or circulars, or
- the Society.

SECTION 2 ASSIGNMENT OF CLASS

A. Assignment of Class - New Vessels

A 100 General

101 A request for classification of a new vessel shall be submitted in writing by the customer. The Society reserves the right to decline a request for classification.

A 200 Requirements for builder or designer

201 Builders or designers unfamiliar to the Society shall provide the Society with evidence of their capability to successfully manage classification projects.

Guidance note:

Evidence may incorporate successful outcome of classification projects carried out for another classification society or successful outcome of design projects of similar nature.

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202 Builders or designers shall instruct their subcontractors and suppliers of materials, components and systems that the Society's rules apply and that the Society's certificates shall be provided as and when required by the rules (see Sec.4).

203 Welding of important structures, machinery installations and equipment shall be carried out by approved welders, with approved welding consumables and at welding shops approved by the Society. Requirements for approval of welding shops, welders, manufacturers of welding consumables, welding consumables and welding procedures are given in the rules (see Pt.2 Ch.3) and by a series of detailed approval programmes.

204 The following documentation from the builder or designer (workshop and yard) and from subcontractors shall be submitted when requested by the Society:

- information related to the builder's or designer's quality control and quality management system
- list of relevant subcontractors to the building yard
- list of relevant subcontractors to the manufacturer of systems and components to be delivered for the product, if applicable.

205 To assess compliance with the rules the Society may require additional documentation.

A 300 Applicable rules

301 The rules that apply for assignment of class to a new vessel are generally those in force at the date of "contract for construction".

The term *date of "contract for construction"* shall be construed as follows:

- 1) The date of "contract for construction" of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
- 2) The date of "contract for construction" of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.

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

- a) such alterations do not affect matters related to classification, or
- b) if the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.

The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.

- 3) If a contract for construction is later amended to include additional vessels or additional options, the date of "contract for construction" for such vessels is the date on which the amendment to the contract, is signed

between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a "new contract" to which 1 and 2 above apply.

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

(IACS PR 29 Rev.0)

The Society may upon consideration and in agreement with the parties involved decide on the rules to be applied.

302 For a vessel in a series of identical vessels under construction to the class of, or of a design previously approved by another classification society, the Society may accept the design approved by that classification society provided a review by the Society has demonstrated that the design in principle meets the safety and reliability level of the Society's rule requirements for main class.

303 Where requirements from international maritime conventions have been adopted in the Society's rules, compliance with these requirements is mandatory.

304 For a vessel where the flag administration undertakes approval and surveys of items covered by the rules, the Society may accept their decisions as basis for assigning class, provided the Society's requirements for main class are complied with. Necessary documentation, such as copies of approved plans, reports and other particulars approved by the flag administration shall be submitted.

305 A vessel trading solely in domestic waters, or between neighbouring states upon agreement between such states, may be assigned class based on flag administration requirements for domestic service instead of relevant rule requirements.

The assigned class shall in such cases be the class notations and service restrictions having least possible deviation from the rule requirements. The vessel will be assigned an additional class notation comprising the letters of the nation in accordance with ISO 3166.

Deviations from the rule requirements will only be considered when acceptance by the flag administration has been documented.

Deviations from the rule requirements will not be accepted for:

- requirements for structural strength, intact stability, machinery installations, steering appliances and electrical systems and equipment covered by main class
- optional class notations.

306 For a vessel intended to be permanently moored on location for production and/or storage of hydrocarbons, the Society may accept decisions by the national administration with jurisdiction over the waters in which the vessel shall operate (the shelf state) as basis for assigning class.

307 When class is assigned on the basis of a design approved by another classification society, the flag administration or according to flag administration requirements or decisions by national authorities according to 304, 305 or 306, information to this effect shall be included in the "Appendix to the Class Certificate" (see C106).

In case of class being assigned on the basis of flag administration requirements according to 306 an Memorandum to Owner shall also be issued (see Sec.3 B307).

A 400 Plan approval

401 The following documentation shall be submitted:

- drawings, plans and specifications required for plan approval as specified in the applicable chapters of the rules and according to documentation lists supplied by the Society
- corresponding technical descriptions, calculations and data, including material specifications
- outline specification for the vessel.

Any documents submitted for re-approval shall be especially marked to identify revised parts.

402 Where subcontractors and suppliers are involved, the customer shall co-ordinate the submission of required plans and documents, as well as co-ordinate any approval comments given by the Society.

403 Documents subject to approval will be examined by the Society. The results of the examination will be stated in a letter of approval. Comments, conditions and limitations may be stated on the plans returned or in an accompanying letter.

404 The plan approval may be revoked at any time if subsequent information indicates that the solution was contrary to the rules.

A 500 Survey during construction

501 When a vessel is built under the supervision of the Society, the Society will verify:

- that the construction and scantlings comply with the rule requirements and the approved plans, and that the required materials are used,
- that the materials, components and systems have been certified in accordance with the rules
- that the work is carried out in compliance with the applicable rules and acceptable standards
- that satisfactory tests are carried out to the extent and in the manner prescribed by the rules.

Guidance note:

IACS Recommendation No. 47 “Shipbuilding and Repair Quality Standard” - Part A: for New Construction - is regarded as an example of an acceptable standard.

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502 The scope of survey will be decided by the Society based on the builders capability to carry out fabrication (see 201). The scope will be based on elements such as but not limited to, risk based methods, experience feedback, patrolling and spot checks.

The survey at the customer’s premises may consist of a combination of visual inspections, tests, measurements and review of records.

503 The Society may base its methods and extent of examination on the quality system as implemented in the customer's fabrication processes and as accepted by the Society and, if applicable, in combination with an agreed manufacturing survey arrangement.

504 The customer shall submit to the Society certificates for materials, components and systems installed in the vessel and as required by the rules.

A 600 Functional testing

601 Where specified by the rules, testing shall be carried out in the presence of a surveyor, and related requirements for test programmes shall be observed.

602 A test programme for harbour and sea trials shall be prepared by the customer and accepted by the Society. The programme shall specify systems and components to be tested, and the testing procedure.

The Society may, in order to verify rule compliance, request additional tests and/or data to be recorded.

603 The tests shall give evidence as to satisfactory operation and performance in accordance with the rules. When testing control and safety systems, failure modes shall be simulated as realistically as possible.

A 700 Installation of systems and equipment

701 Systems and equipment to be installed on newbuildings and that serves as a part of the main functions shall in general be new.

Guidance note:

If second hand equipment complies with applicable rules for the newbuilding, it may upon special consideration be installed on newbuildings, provided the owner has given a written acceptance.

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B. Assignment of Class - Existing Vessels

B 100 General

101 A request for class entry of an existing vessel shall be submitted in writing by the customer. The Society reserves the right to accept or decline an application for class entry.

B 200 Applicable rules

201 Applicable rules for vessels at class entry are given in Sec.3 B100.

B 300 Design Approval

301 Before a vessel, which has not been built under the supervision of the Society, is surveyed for assignment of class, the information required in A401 shall, in general, be submitted for plan approval.

For a vessel classed with a recognized classification society, the submitted information may be reduced to plans showing the main scantlings and arrangements of the actual hull and machinery installations.

302 The extent of plan approval for a vessel, which has not been classed, or which was previously classed with a classification society not covered by 301, will be specified in each case.

303 For a vessel that has been built under the supervision of another classification society, the Society may on the basis of an overall consideration and survey, exempt the vessel from rule requirements.

B 400 Class entry survey

401 Prior to assigning class to an existing vessel, that vessel shall, as a minimum, undergo the surveys pertaining to the age and type of the vessel.

The scope of survey will in each separate case be decided by the Society.

402 Before assigning class, the flag administration will be notified about the class entry. The flag administration may decide that an extended scope of surveys has to be carried out.

C. The Class Certificate

C 100 General

101 When satisfied that all requirements corresponding to the class in question have been met, the surveyor will recommend that class is assigned and issue an interim class certificate or the class certificate.

102 Class may be assigned with Conditions of Class (see Sec.1 A207).

103 The interim certificate will be replaced by a full term class certificate when the Society has confirmed that applicable requirements have been met.

104 The class certificate is valid provided conditions for retention of class (see Sec.3) are complied with, as follows:

- for a new vessel: to a date not exceeding 5 years from the date of class assignment
- for an existing vessel: to a date not exceeding 5 years from the expiry date of the existing certificate (see Sec.3 C200)
- for an existing vessel taken into class: to a date not exceeding 5 years from the date of class assignment or, if the Society accepts the periodical surveys credited by the previous classification society, until the expiry date of the class certificate of the previous classification society
- for an interim class certificate: to a date not exceeding 15 months from assignment of class.

105 Upon request, declarations confirming compliance with the rules may be issued for hull, machinery or specific class notations provided the Society's main class has been assigned.

106 An "Appendix to the Class Certificate" will be issued stating assumptions for the assignment of class and restrictions regarding the use of the vessel which were established or assumed at the time of assignment of class. See also A305.

107 In case of classification of an existing ship not built under the supervision of the Society, or classification of an existing ship previously classed by the Society, the surveyor will issue the certificate of interim class when the surveyor is satisfied that the applicable survey requirements have been met.

108 When the administration of the Society has examined the surveyor's report and submitted documentation, and is satisfied that the requirements corresponding to the class in question have been met, the class will be assigned and a classification certificate will be issued.

Provided the conditions for retention of class are fulfilled and unless the class has been withdrawn in writing at an earlier stage, the class certificate will be valid for 5 years.

C 200 Late commissioning

201 If the vessel is not immediately commissioned upon completion of the construction, but is laid up for a period, the vessel may be accepted for entry into service upon application by the owner. The vessel may be subject to a condition survey before entering into service.

The extent and scope of survey will depend on the time period laid up and conservatory measures taken.

A survey in dry dock may be required.

Provided the hull and machinery is found in all respects free from deterioration, subsequent periodical surveys will date from the time of the condition survey.

D. The Register of Vessels

D 100 General

101 When a vessel has been assigned class, its main particulars and details of the class assigned will be

entered in the Society's "Register of Vessels". In addition to the class notations, appropriate data related to identification, flag, ownership and other particulars will also be entered.

102 The class assignment date is entered in the "Register of Vessels". For vessels built under the supervision of the Society, the due date for the periodical surveys will be calculated from this date. For vessels built under the supervision of an other classification society, the due date for the periodical surveys will depend upon the existing periodical survey schedule defined by the previous classification society.

SECTION 3

RETENTION OF CLASS

A. Conditions for Retention of Class

A 100 General requirements

101 The vessel shall be adequately manned, and the hull, machinery, systems and equipment shall be competently handled at all times.

102 Operation of the vessel shall comply with the assumptions and conditions stated in the “Appendix to the Class Certificate” and in applicable operating manuals. This includes, but is not limited to, the distribution and stowage of cargo, the distribution of ballast and bunkers, speed and navigation.

103 The vessel, its hull structure, machinery, systems and equipment shall be maintained at a standard complying with the requirements of the rules (see also A300).

104 Installed systems and equipment carried onboard in excess of the minimum required for main class shall either be maintained to applicable standards, or be removed or disconnected in such a way as to ensure that the installed system or equipment cannot be used.

Installed diving systems are subject to special provisions as given in Pt.5 Ch.16 and Pt.7 Ch.1 Sec.6 I. These provisions include transferable diving systems installed temporarily.

105 The statutory certificates required by applicable international conventions and/or national legislation shall be valid at all times and shall be issued by the Society, the flag administration itself, or by a third party approved by the flag administration, within the limitations set out in Sec.1 D.

A 200 The customer’s obligations

201 In order to retain a vessel's class with the Society, the customer shall:

- at all times, ensure that the vessel is maintained to the rule standard
- submit complete and correct information related to the vessel and its use, which is of significance to the Society for its assessment of the condition of the vessel in relation to the rules
- ensure that the vessel is competently handled
- subject the ship to unscheduled surveys when deemed necessary by the Society
- rectify deficiencies and carry out any Conditions of Class or Retroactive Requirement specified by the Society
- subject the vessel to surveys as required by the rules, and provide the necessary facilities for safe execution of surveys
- submit complete and correct information on the ownership and management of the vessel, addresses and corresponding administrative information pertinent to the register of vessels
- submit correct information on the registration of the vessel
- keep onboard and ashore a set of as-built drawings/documentation including subsequent alterations/conversions
- pay all fees and expenses due to the Society. The owner has, together with managers, charterers and operators, a joint and several liability for any such fees and expenses. If a request for services is made by any other party than the owner, that party will, in addition to the owner, be responsible for the payment of the relevant fees
- notify the Society when the vessel is laid up or otherwise taken out of service for a period of more than 3 months.

202 If the hull structure, machinery, systems or equipment covered by classification sustain damage to such an extent that it may be presumed to lead to a Condition of Class (see B300), the Society shall immediately be informed. The vessel shall be surveyed in the first port of call or according to instructions from the Society.

The survey shall be of an extent considered necessary by the attending surveyor for ascertaining the extent of the damage.

203 If inspections by port or flag authorities reveal deficiencies related to certificates issued by DNV, the customer shall immediately notify the Society. In case of detention, the Society should be contacted for immediate attendance.

A 300 Maintenance

301 The customer shall ensure that the vessel, its hull structure, machinery, systems and equipment at all times is properly maintained.

Guidance note:

Maintenance of the hull structure, machinery, systems and equipment is normally to be in accordance with applicable recognised standards in the industry or in accordance with procedures recommended by the manufacturer.

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302 The vessel shall have implemented a maintenance system. The maintenance system shall ensure that:

- inspections and maintenance are carried out at defined intervals
- any defect is reported with its possible cause, if known
- appropriate correction or repair action is taken
- records of these activities are maintained.

303 Replacement components and systems shall be delivered with certificates and documentation as required by the rules for the original component or system.

B. Classification Society Involvement

B 100 Applicable rules

101 Vessels built under the supervision of the Society shall in general be maintained and repaired in compliance with the rules to which it was constructed, except in cases mentioned in B602.

102 For vessels built under the supervision of a recognized classification society, the Society's rules in force at the same date as those enforced by the other society will be applied. If such date is not known the Society's rules in force at the "date of build" will be applied (reference is also made to Sec.1 B609).

103 For vessels other than those covered by 101 and 102, the Society's rules for new vessels in force at the time of entry into class will be applied.

104 Amendments to the rules may be made retroactive. If so, this will be stated or referred to in Pt.7 Ch.2.

105 In cases where rule amendments are made applicable to existing vessels at the first annual, intermediate or renewal survey after a specified date, or after the vessel reaches a specified age, the expiry date of the related survey time window shall determine when the rule amendments become effective.

B 200 Surveys

201 The objective of a survey shall be to ascertain that the vessel, its hull structure, machinery, systems and equipment are in compliance with the rules and suitable for continued safe and reliable operation.

202 A survey may consist of a combination of visual inspections, audits, measurements, functional testing, non-destructive testing and review of maintenance and other relevant records.

203 The minimum extent of prescribed periodical surveys are given in Pt.7 Ch.1. The Society may increase the extent of surveys when deemed necessary in order to ascertain the condition of the vessel.

B 300 Conditions and Memoranda

301 A Conditions of Class (CC) will be imposed for the following:

- repairs and/or renewals related to damage, defect or breakdown that are sufficiently serious to affect Classification (e.g. grounding, structural damages, machinery damages, wastage over the allowable limits etc.)
- supplementary survey requirements
- temporary repairs.

Guidance note:

When the Society has been authorised to carry out a statutory survey, a Condition on behalf of the flag Administration (CA) will be imposed for specific measures, repairs or surveys that should be carried out within a specific time limit in order to retain the statutory certificate.

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302 The Society will issue a Conditions of Class (CC) when deemed necessary to carry out examinations in order to ascertain whether damage, a defect or a deficiency affecting classification has been sustained or is imminent.

303 A Condition of Class (CC) may contain the following:

- a description of the deficiency, defect, damage or the examination required
- required action
- due date for the required action to be completed

— possible temporary requirements imposed until the required action has been completed.

Alternatively the CC may refer to a survey report for above details.

An approved repair method may be recommended as part of the required action.

304 If a Condition of Class (CC) seriously affects the vessel's safety and reliability, immediate action will be required. Otherwise a time limit will be given for the action to be completed.

305 A Condition of Class (CC) will be deleted when the Society, through a survey or received information, has been satisfied that requested action has been satisfactory completed.

306 For information related to the ship, its machinery and equipment or to rule requirements, the Society may issue an Memorandum to Owner (MO). A MO may supplement information given otherwise, e.g. in the Appendix to the class certificate or the Society's "Register of Vessels".

307 An MO may be used in the following cases:

- exemptions from rule requirements
- accepted deviations from rule requirements
- limitations on the use of the ship or its equipment
- defects or deficiencies of no concern to class
- deleted class notations
- equipment in excess of class requirements disused
- information related to agreed survey arrangements.

308 Outstanding findings may be recorded as Conditions of Class or Memorandum to Owner. They will be given in writing at completion of surveys. Findings may also be communicated verbally during the course of surveys. Findings that have been corrected before the survey has been completed will not be recorded as CC.

309 The Society may at any time modify a Condition of Class or Memorandum to Owner if considered appropriate. The owner will be notified accordingly.

310 Conditions of Class or Memorandum to Owner are recorded in the vessel's class status from where they will be deleted when no longer valid. The owner will be notified accordingly.

311 The owner will be informed of Retroactive Requirements.

B 400 Survey reports and survey status

401 The surveyor will prepare to the customer reports on surveys carried out.

402 Survey reports may contain the following information, to the extent applicable in each case:

- types of surveys carried out
- certificates issued, endorsed or extended
- damage, defects and/or deficiencies observed
- confirmation that repairs have been completed and accepted by the surveyor
- Conditions of Class (CC) issued or deleted
- Memorandum to Owner (MO) issued or deleted
- Retroactive Requirements (RR) issued or deleted.

403 The Society will make class status reports available to customers on the Society's Internet website, see Sec.1 B800.

It is the customer's responsibility to obtain this information from the Society's Internet website. Survey and certificate status reports, on paper, may be distributed upon request.

404 Any document issued by the Society in relation to surveys performed reflects the condition of the vessel at the time of the survey only.

B 500 Damage and repairs

501 Repairs shall in general be carried out in such a way that the original design and scantlings are restored. Possible design modifications or reduced scantlings based on current rules which are less stringent than those originally enforced, shall be approved by the Society before the repairs are carried out.

502 Repairs to the hull structure, machinery, systems or equipment covered by the rules shall be carried out by qualified personnel and in compliance with applicable rules, with good engineering practice and under the supervision of a surveyor.

Guidance note:

Guidelines for hull repairs can be found in Classification Note No. 72.1. See Pt.0 Ch.1 Sec.2.

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503 Repairs as stipulated in 502 may be carried out without the attendance of a surveyor (e.g. during voyage) provided a repair plan is accepted by the Society in advance. A surveyor shall be called for acceptance of such repairs when completed.

B 600 Conversions and alterations

601 Conversions or alterations of vessels shall in general comply with the rules applicable at the time of class assignment. If current rules are less stringent than those originally in force, then the current rules may be applied.

602 When conversion or alteration involves modification which:

- substantially alters the dimensions or carrying capacity of the vessel, or
- changes the type of vessel, or
- changes the main class of the vessel.

the Society will decide on the rules to be applied.

603 If the hull structure, machinery, systems or equipment shall be converted or altered, the changes shall be documented and be approved in the same manner as for new vessels, see Sec.2 A400.

Guidance note:

Alterations to the hull structure, machinery, systems and equipment made possible by amendments of the applicable rules may be undertaken provided the general safety and reliability level required for retention of class will be maintained.

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604 Conversion or alterations shall take place under the supervision of a surveyor (see Sec.2 A500).

C. Endorsement and Renewal of the Class Certificate

C 100 Endorsement of the class certificate

101 The class certificate will be endorsed upon satisfactory completion of annual, intermediate and renewal surveys for main class.

The class certificate will not be endorsed unless the following has been dealt with and accepted by the Society:

- overdue periodical class surveys
- overdue continuous survey items
- overdue Conditions of Class
- overdue Retroactive Requirement.

Guidance note:

In the case where an overdue survey is related to an optional class notation, the class certificate may be endorsed provided the relevant optional class notation is suspended.

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102 When the class certificate is endorsed at completion of renewal surveys, the surveyor may extend its validity as necessary but not more than to a date 5 months after the completion date, or after the expiry date of the class certificate, whichever comes first. If the class certificate has expired at the time of renewal survey completion, new certificate should be issued.

103 In the case where postponement of the renewal survey has been granted upon the customer's written request, the surveyor will endorse the class certificate and extend its validity, but not more than 3 months beyond the expiry date of the class certificate.

104 In the case where the main class annual survey is commenced prior to the defined time window, the survey must be completed not more than 6 months after the date of commencement. In such cases the certificate will be endorsed for advancement of anniversary date (due date) for the subsequent annual surveys.

Guidance note:

Expiry date of the class certificate may remain unchanged, but additional surveys may be required so that the prescribed survey intervals are not exceeded.

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C 200 Renewal of the class certificate

201 A new class certificate will replace the existing class certificate when renewal survey has been satisfactory completed and the Society is satisfied that the requirements for retention of class have been met.

202 The new class certificate will be valid to a date not exceeding 5 years from:

- the expiry date of the existing certificate when the renewal survey has been completed within 3 months before the expiry date of the existing certificate, or
- the expiry date of the existing certificate when the renewal survey has been completed after the expiry date of the existing certificate, or
- the completion date of the renewal survey when the renewal survey has been completed more than 3 months before the expiry date of the existing certificate, or
- the completion date of the renewal survey when the renewal survey has been commenced more than 15 months before the expiry date of the existing certificate.

203 In cases where postponement of a renewal survey has been granted, the new class certificate will be valid to a date not exceeding 5 years from the expiry date of the existing certificate before the extension was granted.

204 In cases where the renewal survey is carried out concurrently with a conversion as defined in B602, the validity of the new certificate will be 5 years from the date of completion of the conversion, if so decided by the Society.

205 For certain vessels the certificate validity and survey intervals may be reduced by the Society, e.g. for vessels with new or novel design or for systems or items exposed to abnormal rates of wear or failure. Such conditions will be stated in the "Appendix to the Class Certificate" and in Memorandum to Owner (MO).

D. Suspension and Withdrawal of Class

D 100 General

101 Class may be withdrawn at any time if the Society finds it justified.

102 The Society may suspend or withdraw a vessel's class where the conditions for retention of class, have been violated (see A).

103 The decision to suspend or withdraw a vessel's class is made by the Society. However, in cases of automatic suspension, see 201 and 202, no individual evaluation is made.

Suspension or withdrawal of class may take effect immediately or after a specified period of time. In special cases, the suspension or withdrawal of class may be made with retroactive effect (see 205).

104 If the violation only affects requirements related to optional class notations, the suspension or withdrawal may be limited to these class notations only.

105 When class is suspended or withdrawn the Society will:

- notify the customer in writing
- notify the flag administration
- make an entry to this effect in the Society's "Register of Vessels "
- make the information publicly available.

In the cases of class suspension, a time limit will be given for when the class will be withdrawn.

D 200 Suspension of class

201 The class will automatically be suspended with immediate effect if the renewal surveys for hull, machinery, systems and equipment related to main class are not completed before the expiry date of the class certificate, and no postponement has been granted or unless the vessel is under attendance for completion of the survey.

202 If the annual or intermediate surveys for main class are not completed within 3 months from the anniversary date of the class certificate, the class is automatically suspended with immediate effect, unless the vessel is under attendance for completion of the survey.

203 The Society may decide to suspend a vessel's class if the vessel is deemed to be unable to continue safe and reliable operation, e.g. as a result of a major casualty.

204 If any outstanding debt owed to the Society is not paid within a notified date, the Society may suspend the vessel's class with immediate effect.

205 In addition to the conditions laid down in 201, 202 and 203, a vessel's class may be suspended with immediate effect in cases where:

- repair of deficiencies has not been carried out or otherwise dealt with in an appropriate manner, or
- repair of deficiencies has not been surveyed and accepted by the surveyor,
- other requirements imposed by the Society.

206 Class will not be automatically suspended according to 201 or 202 whilst a vessel is laid up, provided the requirements in Pt.7 Ch.1 Sec.1 A500 are complied with.

207 If a ship has been detained as a result of port state inspections twice in a two year period and the deficiencies are found to be serious, the Society may decide to suspend or delete class.

D 300 Reinstatement following class suspension

301 If the overdue surveys leading to class suspension as given in 201, 202 and 203 or requirements as given in 204 are carried out within the specified time, the class will be reinstated provided the following is met:

- a) The result of the survey is such that all observed deficiencies are satisfactory rectified. The Society may after consideration accept that minor deficiencies are pending to be carried out.
- b) No overdue periodical surveys or overdue Conditions of Class at that time.

302 The Society reserves the right to decline an application for reinstatement of class.

303 When the class is reinstated, the Society will confirm this in writing to the customer and to the flag administration.

304 If the class has been suspended due to outstanding debt, the class will automatically be reinstated when all outstanding debt has been paid, provided that there are no other reasons for suspension as outlined in 200.

D 400 Withdrawal of class

401 The class will be withdrawn at the customer's request.

402 If the overdue surveys specified in 201, 202 and 203 or required repairs as given in 204 are not carried out within the specified time after the class suspension, the Society will withdraw the vessel's class.

403 When a vessel proceeds to sea without having rectified a condition of class which was required to be dealt with before leaving port, the class will be withdrawn with immediate effect.

404 If the Society becomes aware that a vessel continues operation with serious damage or defects in violation of class requirements, the class may be withdrawn with effect from the time this became known to the Society. The class withdrawal may be made retroactive.

405 When it is considered that a customer's failure to comply with rule requirements is sufficiently serious or fraudulent the withdrawal of class may, at the discretion of the Society, be extended to include other vessels controlled or operated by the same customer.

406 If any outstanding debt owed to the Society is not paid within a notified date, the Society may withdraw the vessel's class with one month's written notice. This also applies when the obligation to pay rests with a yard or with the vessel's previous owners. In special cases a shorter notice may be given.

407 If the customer makes a general assignment for the benefit of his creditors or if any proceedings are commenced in court or any order or judgement is given by any court for liquidation, winding up of the customer, the Society may withdraw the class with immediate effect.

408 For ships having statutory certificates issued by third parties, except in those cases defined in Sec.1 D103 to D106, the class may be withdrawn.

D 500 Re-assignment of class following class withdrawal

501 In all other cases than that given in 401, and if the circumstances leading to withdrawal of class no longer exist, a vessel's may be re-assigned class upon written request. The extent of survey will in such instances be decided by the Society.

502 The Society reserves the right to decline an application for re-assignment of class.

503 A new class certificate will be issued when the survey has been satisfactory completed and the Society is satisfied that the requirements for retention of class have been met.

504 When the vessel is re-assigned class, the Society will confirm this in writing to the customer and to the flag administration and make the information publicly available.

E. Change of Owner or Manager

E 100 General

101 A vessel shall retain class when transferred to another owner or manager. The previous customer shall give the Society immediate notice, in writing, of such transfers. Obligations according to the rules shall remain with the previous customer until the Society is in receipt of such notice, in writing. See A200.

102 Class notations and survey arrangements based on certification of the management of operations will be deleted automatically when the management of a vessel is transferred.

F. Force Majeure

F 100 General

101 If due to force majeure, the vessel is not in port when surveys become overdue the Society may allow the vessel to sail, in class, directly to an agreed discharge port and then, if necessary, in ballast to an agreed repair facility at which the survey can be completed. In this context the "Force Majeure" means damage to the vessel, unforeseen inability of surveyors to attend the vessel due to governmental restrictions on right of access or movement of personnel, unforeseen delays in port or inability to discharge cargo due to unusually lengthy periods of severe weather, strikes, civil strife, acts of war or other force majeure.

SECTION 4 CERTIFICATION OF MATERIALS, COMPONENTS AND SYSTEMS

A. General

A 100 General

101 The scope of classification requires that specified materials, components and systems intended for the vessel are certified according to the rules. The objective of certification shall ensure that materials, components and systems used in vessels to be classed by the Society comply with the rule requirements.

Certification normally includes both plan approval and survey during production and/or of the final product (see B200 and B300).

102 The applicable chapters of the rules define the extent of the certification that is required for classification.

103 When the society issues a certificate to document compliance with requirements as described in this section, the certificate will normally be in an electronic format that will be signed digitally. The electronic version of the digitally signed certificate represents the original of the certificate and any paper version is a copy.

A 200 Requirements for manufacturer

201 Manufacturers of materials, components and systems of categories not covered by Sec.2 A200 shall be considered for approval according to criteria established by the Society, as applicable.

202 Quality control of materials, components and systems, shall be traceable and documented in writing. Further, quality control shall be carried out by qualified personnel at facilities and with equipment suitable for that control.

B. The Classification Involvement

B 100 General

101 Certification of materials, components and systems will be documented by the following types of documents:

1) *Det Norske Veritas Certificate (NV):*

A document validated and signed by a surveyor of the Society stating:

- conformity with rule requirements
- that tests are carried out on the certified product itself and/or
- that tests are made on samples taken from the certified product itself
- that tests are performed in presence of the surveyor or in accordance with special agreements.

2) *Works Certificate (W):*

A document signed by the manufacturer stating:

- conformity with rule requirements
- that tests are carried out on the certified product itself and/or
- that tests are made on samples taken from the certified product itself
- that tests are witnessed and signed by a qualified department of the manufacturers.

3) *Test Report (TR):*

A document signed by the manufacturer stating:

- conformity with rule requirements
- that tests are carried out on samples from the current production.

The applicable chapters and sections of the rules specify which of the above mentioned documents are required.

102 Where the rules require works certificate or test report, the surveyor may at any time require the tests to be carried out in his presence and/or that the surveyor check elements of the production control.

103 For identification and traceability, certified products shall be marked in accordance with the description given in the product certificate and as specified by the applicable chapters of the rules.

104 For certain components and systems the certification will be based on defined internationally acceptable

standards and certification schemes as defined in applicable chapters of the rules. Compliance with the requirements of the standard shall be documented as required by that standard.

105 To ensure an efficient, cost effective and correct certification process, a certification agreement shall normally be established between the Society and the manufacturer of NV certified products. Such agreement may be part of a manufacturing survey arrangement (500) and shall include information on the procedures for plan approval and survey and to specify information that shall be transferred between the customer and the Society.

B 200 Plan approval

201 The plan approval of materials, components and systems shall either be on a case by case basis or follow the procedure for type approval, see 300.

202 When the case by case procedure is used, documentation of the design shall be submitted for approval for each application as required in the applicable chapters of the rules.

203 A plan approval letter or design verification report will be issued by the Society when compliance with the requirements for the design has been confirmed.

B 300 Type approval

301 *Type approval* is a procedure for plan approval. Type approval can be applied to:

- products
- groups of products
- systems
- retention survey.

This procedure should normally be used for approval of standard designs.

302 The type approval procedure may consist of the following elements:

- plan approval
- initial survey
- type testing
- issue of a type approval certificate.

The type approval procedure used by the Society is described in Standard for Certification No. 1.2.

303 When the type approval procedure is used, the following shall be submitted for approval as required in type approval programmes and the applicable chapters of the rules:

- documentation of the design
- results of type testing normally witnessed by a surveyor.

A type approval certificate will be issued by the Society when compliance with the design requirements is confirmed. The type approval certificate has a validity of 2 or 4 years depending on type of material, component or system for which the certificate is issued.

304 For certain products and systems as defined in applicable chapters of the rules, only type approval is required. For these products and systems no survey is required, i.e. no product certificate is required.

305 For certain products and systems as defined in the applicable chapters of the rules, type approval is a mandatory procedure for plan approval.

306 Products and systems manufactured for stock shall normally be type approved.

307 For type approved products, where the basis for approval is the rules of the Society, plans and technical descriptions of the product need not be submitted for approval for each vessel unless otherwise stated as a condition on the type approval certificate. In such cases only the arrangement or system plans, interface plans and those plans mentioned on the type approval certificate shall be submitted for approval.

B 400 Survey

401 The survey of materials, components and systems shall either be on a case by case basis or on the basis of an established manufacturing survey arrangement (MSA), see 500.

402 When the case by case procedure is used, the survey shall be performed on the basis of approved design documentation for the actual application and as required in the applicable chapters of the rules. Compliance with the approved design documentation and applicable requirements will be documented by certificates as required in the applicable chapters of the rules.

403 When the survey is based on an MSA, the survey shall be performed on the basis of approved design

documentation, applicable rule requirements and in accordance with requirements and procedures laid down in the MSA. Compliance with the approved design documentation and applicable requirements shall be documented by certificates as specified in the MSA and/or as required in the applicable chapters of the rules.

B 500 Manufacturing survey arrangement

501 When the procedures and processes of a manufacturer's quality system meet the requirements of the rules, a manufacturing survey arrangement (MSA) may be established with the manufacturer as an alternative to the survey described in the applicable rule chapters.

502 The MSA shall be described in a document stating the requirements, scope, acceptance criteria, documentation and the roles of the Society and the manufacturer in connection with the survey.

503 When it is agreed through an MSA that the majority of the required surveys and test are completed without the presence of a surveyor, it required that the manufacturer has in operation a quality system certified by an accredited certification body to ISO 9001, or equivalent.

504 When establishing an MSA, an initial assessment of the manufacturer's ability to control product quality and to comply with the scope, requirements and criteria laid down in the MSA will be performed.

The extent and frequency of periodical assessments of the manufacturer will be included in the MSA.

505 A MSA is normally given a validity of 4 years. When the MSA is based on a certified quality system, the MSA automatically becomes invalid if the quality system certificate no longer is valid.

C. Suspension and Withdrawal of Certificates

C 100 General

101 A product certificate, type approval certificate or approval of manufacturer certificate may be suspended or withdrawn at any time if the Society finds it justified.

102 The decision to suspend or withdraw a certificate is made by the Society.

Suspension or withdrawal of a certificate may take effect immediately or after a specified period of time. In special cases, the withdrawal of a certificate may be made with retroactive effect.

103 When a certificate is suspended or withdrawn the Society will:

- notify the customer in writing
- make the information publicly available.

In the cases of suspension, a time limit will be given for when the certificate will be withdrawn.

SECTION 5 LEGAL PROVISIONS

A. Liability and Jurisdiction

A 100 Limited liability

101 If any person suffers loss or damage which is proven to have been caused by any negligent act or omission of the Society, then the Society shall pay compensation to such person for his proven direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question. The maximum compensation shall never exceed USD 2 million.

102 In this provision “Det Norske Veritas” shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers, employees, agents and any other acting on behalf of Det Norske Veritas.

A 200 Use by other parties

201 These rules are under the sole ownership rights and copyrights of the Society. It is prohibited by anyone else than the Society to offer and/or perform classification or other services including issuance of certificates and/or declarations of conformity, wholly or partly, on the basis of and/or pursuant to these rules without the Society's prior written consent. The Society is not responsible for the consequences arising from any use of the rules by others.

A 300 Governing law

301 These rules, the classification of the vessels and the relationship between the Society and other parties shall be governed by Norwegian law.

A 400 Venue

401 Any dispute arising in relation to or as a consequence of these rules shall only be resolved by the courts of Norway, the Municipal Court of Oslo being the proper venue.