



RULES FOR THE CLASSIFICATION OF FAST PATROL VESSELS

Effective from 1 January 2016

Part A

Classification and Surveys

Emirates Classification Society (Tasneef)
Aldar HQ 19th Floor,
Al Raha Beach, Abu Dhabi, UAE
Abu Dhabi, United Arab Emirates

Phone (+971) 2 692 2333
Fax (+971) 2 445 433
P.O. Box. 111155
info@tasneef.ae

GENERAL CONDITIONS

Definitions:

"Administration" means the Government of the State whose flag the Ship is entitled to fly or under whose authority the Ship is authorized to operate in the specific case.

"IACS" means the International Association of Classification Societies.

"Interested Party" means the party, other than the Society, having an interest in or responsibility for the Ship, product, plant or system subject to classification or certification (such as the owner of the Ship and his representatives, the ship builder, the engine builder or the supplier of parts to be tested) who requests the Services or on whose behalf the Services are requested.

"Owner" means the registered owner, the ship owner, the manager or any other party with the responsibility, legally or contractually, to keep the ship seaworthy or in service, having particular regard to the provisions relating to the maintenance of class laid down in Part A, Chapter 2 of the Rules for the Classification of Ships or in the corresponding rules indicated in the specific Rules.

"Rules" in these General Conditions means the documents below issued by the Society:

- (i) Rules for the Classification of Ships or other special units;
- (ii) Complementary Rules containing the requirements for product, plant, system and other certification or containing the requirements for the assignment of additional class notations;
- (iii) Rules for the application of statutory rules, containing the rules to perform the duties delegated by Administrations;
- (iv) Guides to carry out particular activities connected with Services;
- (v) Any other technical document, as for example rule variations or interpretations.

"Services" means the activities described in Article 1 below, rendered by the Society upon request made by or on behalf of the Interested Party.

"Ship" means ships, boats, craft and other special units, as for example offshore structures, floating units and underwater craft.

"Society" or "TASNEEF" means Tasneef and/or all the companies in the Tasneef Group which provide the Services.

"Surveyor" means technical staff acting on behalf of the Society in performing the Services.

Article 1

- 1.1. The purpose of the Society is, among others, the classification and certification of ships and the certification of their parts and components. In particular, the Society:
 - (i) sets forth and develops Rules;
 - (ii) publishes the Register of Ships;
 - (iii) issues certificates, statements and reports based on its survey activities.
- 1.2. The Society also takes part in the implementation of national and international rules and standards as delegated by various Governments.
- 1.3. The Society carries out technical assistance activities on request and provides special services outside the scope of classification, which are regulated by these general conditions, unless expressly excluded in the particular contract.

Article 2

- 2.1. The Rules developed by the Society reflect the level of its technical knowledge at the time they are published. Therefore, the Society, although committed also through its research and development services to continuous updating of the Rules, does not guarantee the Rules meet state-of-the-art science and technology at the time of publication or that they meet the Society's or others' subsequent technical developments.
- 2.2. The Interested Party is required to know the Rules on the basis of which the Services are provided. With particular reference to Classification Services, special attention is to be given to the Rules concerning class suspension, withdrawal and reinstatement. In case of doubt or inaccuracy, the Interested Party is to promptly contact the Society for clarification. The Rules for Classification of Ships are published on the Society's website: www.tasneef.ae.
- 2.3. The Society exercises due care and skill:
 - (i) in the selection of its Surveyors
 - (ii) in the performance of its Services, taking into account the level of its technical knowledge at the time the Services are performed.
- 2.4. Surveys conducted by the Society include, but are not limited to, visual inspection and non-destructive testing. Unless otherwise required, surveys are conducted through sampling techniques and do not consist of comprehensive verification or monitoring of the Ship or of the items subject to certification. The surveys and checks made by the Society on board ship do not necessarily require the constant and continuous presence of the Surveyor. The Society may also commission laboratory testing, underwater inspection and other checks carried out by and under the responsibility of qualified service suppliers. Survey practices and procedures are selected by the Society based on its experience and knowledge and according to generally accepted technical standards in the sector.

Article 3

- 3.1. The class assigned to a Ship, like the reports, statements, certificates or any other document or information issued by the Society, reflects the opinion of the Society concerning compliance, at the time the Service is provided, of the Ship or product subject to certification, with the applicable Rules (given the intended use and within the relevant time frame). The Society is under no obligation to make statements or provide information about elements or facts which are not part of the specific scope of the Service requested by the Interested Party or on its behalf.
- 3.2. No report, statement, notation on a plan, review, Certificate of Classification, document or information issued or given as part of the Services provided by the Society shall have any legal effect or implication other than a representation that, on the basis of the checks made by the Society, the Ship, structure, materials, equipment, machinery or any other item covered by such document or information meet the Rules. Any such document is issued solely for the use of the Society, its committees and clients or other duly authorised bodies and for no other purpose. Therefore, the Society cannot be held liable for any act made or document issued by other parties on the basis of the statements or information given by the Society. The validity, application, meaning and interpretation of a Certificate of Classification, or any other document or information issued by the Society in connection with its Services, is governed by the Rules of the Society, which is the sole subject entitled to make such interpretation. Any disagreement on technical matters between the Interested Party and the Surveyor in the carrying out of his functions shall be raised in writing as soon as possible with the Society, which will settle any divergence of opinion or dispute.
- 3.3. The classification of a Ship, or the issuance of a certificate or other document connected with classification or certificate on and in general with the performance of Services by the Society shall have the validity conferred upon it by the Rules of the Society at the time of the assignment of class or issuance of the certificate; in no case shall it amount to a statement or warranty of seaworthiness,

structural integrity, quality or fitness for a particular purpose or service of any Ship, structure, material, equipment or machinery inspected or tested by the Society.

- 3.4. Any document issued by the Society in relation to its activities reflects the condition of the Ship or the subject of certification or other activity at the time of the check.
- 3.5. The Rules, surveys and activities performed by the Society, reports, certificates and other documents issued by the Society are in no way intended to replace the duties and responsibilities of other parties such as Governments, designers, ship builders, manufacturers, repairers, suppliers, contractors or sub-contractors, Owners, operators, charterers, underwriters, sellers or intended buyers of a Ship or other product or system surveyed.

These documents and activities do not relieve such parties from any fulfilment, warranty, responsibility, duty or obligation (also of a contractual nature) expressed or implied or in any case incumbent on them, nor do they confer on such parties any right, claim or cause of action against the Society. With particular regard to the duties of the ship Owner, the Services undertaken by the Society do not relieve the Owner of his duty to ensure proper maintenance of the Ship and ensure seaworthiness at all times. Likewise, the Rules, surveys performed, reports, certificates and other documents issued by the Society are intended neither to guarantee the buyers of the Ship, its components or any other surveyed or certified item, nor to relieve the seller of the duties arising out of the law or the contract, regarding the quality, commercial value or characteristics of the item which is the subject of transaction.

In no case, therefore, shall the Society assume the obligations incumbent upon the above-mentioned parties, even when it is consulted in connection with matters not covered by its Rules or other documents.

In consideration of the above, the Interested Party undertakes to relieve and hold harmless the Society from any third party claim, as well as from any liability in relation to the latter concerning the Services rendered.

Insofar as they are not expressly provided for in these General Conditions, the duties and responsibilities of the Owner and Interested Parties with respect to the services rendered by the Society are described in the Rules applicable to the specific Service rendered.

Article 4

- 4.1. Any request for the Society's Services shall be submitted in writing and signed by or on behalf of the Interested Party. Such a request will be considered irrevocable as soon as received by the Society and shall entail acceptance by the applicant of all relevant requirements of the Rules, including these General Conditions. Upon acceptance of the written request by the Society, a contract between the Society and the Interested Party is entered into, which is regulated by the present General Conditions.

- 4.2. In consideration of the Services rendered by the Society, the Interested Party and the person requesting the service shall be jointly liable for the payment of the relevant fees, even if the service is not concluded for any cause not pertaining to the Society. In the latter case, the Society shall not be held liable for non-fulfilment or partial fulfilment of the Services requested. In the event of late payment, interest at the legal current rate increased by 1.5% may be demanded.

- 4.3. The contract for the classification of a Ship or for other Services may be terminated and any certificates revoked at the request of one of the parties, subject to at least 30 days' notice to be given in writing. Failure to pay, even in part, the fees due for Services carried out by the Society will entitle the Society to immediately terminate the contract and suspend the Services.

For every termination of the contract, the fees for the activities performed until the time of the termination shall be owed to the Society as well as the expenses incurred in view of activities already programmed; this is without prejudice to the right to compensation due to the Society as a consequence of the termination.

With particular reference to Ship classification and certification, unless decided otherwise by the Society, termination of the contract implies that the assignment of class to a Ship is withheld or, if already assigned, that it is suspended or withdrawn; any statutory certificates issued by the Society will be withdrawn in those cases where provided for by agreements between the Society and the flag State.

Article 5

- 5.1. In providing the Services, as well as other correlated information or advice, the Society, its Surveyors, servants or agents operate with due diligence for the proper execution of the activity. However, considering the nature of the activities performed (see art. 2.4), it is not possible to guarantee absolute accuracy, correctness and completeness of any information or advice supplied. Express and implied warranties are specifically disclaimed.

Therefore, except as provided for in paragraph 5.2 below, and also in the case of activities carried out by delegation of Governments, neither the Society nor any of its Surveyors will be liable for any loss, damage or expense of whatever nature sustained by any person, in tort or in contract, derived from carrying out the Services.

- 5.2. Notwithstanding the provisions in paragraph 5.1 above, should any user of the Society's Services prove that he has suffered a loss or damage due to any negligent act or omission of the Society, its Surveyors, servants or agents, then the Society will pay compensation to such person for his proved loss, up to, but not exceeding, five times the amount of the fees charged for the specific services, information or opinions from which the loss or damage derives or, if no fee has been charged, a maximum of AED5,000 (Arab Emirates Dirhams Five Thousand only). Where the fees charged are related to a number of Services, the amount of the fees will be apportioned for the purpose of the calculation of the maximum compensation, by reference to the estimated time involved in the performance of the Service from which the damage or loss derives. Any liability for indirect or consequential loss, damage or expense is specifically excluded. In any case, irrespective of the amount of the fees charged, the maximum damages payable by the Society will not be more than AED5,000,000 (Arab Emirates Dirhams Five Millions only). Payment of compensation under this paragraph will not entail any admission of responsibility and/or liability by the Society and will be made without prejudice to the disclaimer clause contained in paragraph 5.1 above.

- 5.3. Any claim for loss or damage of whatever nature by virtue of the provisions set forth herein shall be made to the Society in writing, within the shorter of the following periods: (i) THREE (3) MONTHS from the date on which the Services were performed, or (ii) THREE (3) MONTHS from the date on which the damage was discovered. Failure to comply with the above deadline will constitute an absolute bar to the pursuit of such a claim against the Society.

Article 6

- 6.1. These General Conditions shall be governed by and construed in accordance with United Arab Emirates (UAE) law, and any dispute arising from or in connection with the Rules or with the Services of the Society, including any issues concerning responsibility, liability or limitations of liability of the Society, shall be determined in accordance with UAE law. The courts of the Dubai International Financial Centre (DIFC) shall have exclusive jurisdiction in relation to any claim or dispute which may arise out of or in connection with the Rules or with the Services of the Society.

- 6.2. However,

- (i) In cases where neither the claim nor any counterclaim exceeds the sum of AED300,000 (Arab Emirates Dirhams Three Hundred Thousand) the dispute shall be referred to the jurisdiction of the DIFC Small Claims Tribunal; and
- (ii) for disputes concerning non-payment of the fees and/or expenses due to the Society for services, the Society shall have the

right to submit any claim to the jurisdiction of the Courts of the place where the registered or operating office of the Interested Party or of the applicant who requested the Service is located.

In the case of actions taken against the Society by a third party before a public Court, the Society shall also have the right to summon the Interested Party or the subject who requested the Service before that Court, in order to be relieved and held harmless according to art. 3.5 above.

Article 7

- 7.1.** All plans, specifications, documents and information provided by, issued by, or made known to the Society, in connection with the performance of its Services, will be treated as confidential and will not be made available to any other party other than the Owner without authorization of the Interested Party, except as provided for or required by any applicable international, European or domestic legislation, Charter or other IACS resolutions, or order from a competent authority. Information about the status and validity of class and statutory certificates, including transfers, changes, suspensions, withdrawals of class, recommendations/conditions of class, operating conditions or restrictions issued against classed ships and other related information, as may be required, may be published on the website or released by other means, without the prior consent of the Interested Party. Information about the status and validity of other certificates and statements may also be published on the website or released by other means, without the prior consent of the Interested Party.
- 7.2.** Notwithstanding the general duty of confidentiality owed by the Society to its clients in clause 7.1 above, the Society's clients hereby accept that the Society may participate in the IACS Early Warning System which requires each Classification Society to provide other involved Classification Societies with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and used to facilitate the proper working of the IACS Early Warning System. The Society will provide its clients with written details of such information sent to the involved Classification Societies.
- 7.3.** In the event of transfer of class, addition of a second class or withdrawal from a double/dual class, the Interested Party undertakes to provide or to permit the Society to provide the other Classification Society with all building plans and drawings, certificates, documents and information relevant to the classed unit, including its history file, as the other Classification Society may require for the purpose of classification in compliance with the applicable legislation and relative IACS Procedure. It is the Owner's duty to ensure that, whenever required, the consent of the builder is obtained with regard to the provision of plans and drawings to the new Society, either by way of appropriate stipulation in the building contract or by other agreement.
- In the event that the ownership of the ship, product or system subject to certification is transferred to a new subject, the latter shall have the right to access all pertinent drawings, specifications, documents or information issued by the Society or which has come to the knowledge of the Society while carrying out its Services, even if related to a period prior to transfer of ownership.

Article 8

- 8.1.** Should any part of these General Conditions be declared invalid, this will not affect the validity of the remaining provisions.

EXPLANATORY NOTE TO PART A

1. Reference edition

The reference edition for Part A is this edition effective from 1 January 2016.

2. New editions after the reference edition

Except in particular cases, a new edition of the Rules is published annually.

3. Effective date of the requirements

3.1 All requirements in which new or amended provisions with respect to those contained in the reference edition have been introduced are followed by a date shown in brackets.

3.2 The date shown in brackets is the effective date of entry into force of the requirements as amended by the last updating. The effective date of all those requirements not followed by any date shown in brackets is that of the reference edition.

4. Rule Variations and Corrigenda

Until the next edition of the Rules is published, Rule Variations and/or corrigenda, as necessary, will be published on the TASNEEF web site (www.tasneef.ae). Except in particular cases, paper copies of Rule Variations or corrigenda are not issued.

5. Rule subdivision and cross-references

5.1 Rule subdivision

The Rules are subdivided into six parts, from A to F.

Part A: Classification and Surveys

Part B: Hull and Stability

Part C: Machinery, Systems and Fire Protection

Part D: Materials and Welding

Part E: Service Notations

Part F: Additional Class Notations

Each Part consists of:

- Chapters
- Sections and possible Appendices
- Articles
- Sub-articles
- Requirements

Figures (abbr. Fig) and Tables (abbr. Tab) are numbered in ascending order within each Section or Appendix.

5.2 Cross-references

Examples: Pt A, Ch 1, Sec 1, [3.2.1] or Pt A, Ch 1, App 1, [3.2.1]

- Pt A means Part A

The part is indicated when it is different from the part in which the cross-reference appears. Otherwise, it is not indicated.

- Ch 1 means Chapter 1

The Chapter is indicated when it is different from the chapter in which the cross-reference appears. Otherwise, it is not indicated.

- Sec 1 means Section 1 (or App 1 means Appendix 1)

The Section (or Appendix) is indicated when it is different from the Section (or Appendix) in which the cross-reference appears. Otherwise, it is not indicated.

- [3.2.1] refers to requirement 1, within sub-article 2 of article 3.

Cross-references to an entire Part or Chapter are not abbreviated as indicated in the following examples:

- Part A for a cross-reference to Part A
- Part A, Chapter 1 for a cross-reference to Chapter 1 of Part A.

6. Summary of amendments introduced in the edition effective from 1st January 2016.

This edition of the Rules for the classification of Fast Patrol Vessels is considered as a reference edition for future amendments.

RULES FOR THE CLASSIFICATION OF FAST PATROL VESSELS

Part A Classification and Surveys

Chapters 1 2

Chapter 1 PRINCIPLES OF CLASSIFICATION AND CLASS NOTATIONS

**Chapter 2 ASSIGNMENT, MAINTENANCE, SUSPENSION AND
WITHDRAWAL OF CLASS**

CHAPTER 1

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Part A
Classification and Surveys

Chapter 1
**PRINCIPLES OF CLASSIFICATION AND
CLASS NOTATIONS**

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SECTION 1

PREMISE

1 Premise

1.1.1 These Rules have Tasneef technical Rules in force as a starting point and have been drawn up taking into account the peculiar technical and operational needs and the characteristics of the fast patrol vessels owned by Navies or Governmental Authorities. The Rules are laid out taking account of the various types of vessels, characterized by their employment and use scheme.

1.1.2 These Rules is drawn up explicitly indicating the technical requirements that are specific to the military fast patrol vessels and the variations of the other applicable Tasneef technical requirements, which on purpose are referred to.

The Tasneef technical Rules, which are referred to in these Rules by means the following references: Rules – Part – Chapter – Section, are listed in Sec 2, [1].

SECTION 2

APPLICATION OF THE RULES

1 Definitions and abbreviations

1.1 Definitions

1.1.1 In these Rules the following general definitions are used:

- “**Administration**” is the Navy or Governmental Authority that owns the vessel;
- “**Vessels**” are the vessels owned by the Administration;
- “**Owner**” means a party which is obliged to maintain vessels fit for navigation, special consideration being given to the provisions related to class maintenance indicated in Chapter 2; in this Rules the Owner is the Administration;
- “**Surveyor**” means technical Tasneef staff acting with the view to carrying out tasks relevant to classification and survey duties;
- “**Interested party**” means a party, other than Tasneef, having responsibility for the classification of the vessel, such as the Administration and its representatives, or the Builder of the vessel, or the engine Builder, or the Supplier of parts to be tested;
- “**Approval**” means the examination and acceptance by Tasneef of documents, procedures or other items related to classification, verifying solely their compliance with the relevant Rules requirements, or other referentials where requested;
- “**Essential service**” means a service necessary for a vessel to proceed at sea, be steered or manoeuvred, or undertake activities connected with its operation, and for the safety of life, as far as class is concerned.

1.1.2 The technical requirements referred to in these Rules and applicable to military fast patrol vessels are listed here below.

1.2 Abbreviations

1.2.1 The references to the following rules are intended to be referred to the edition in force at the time of the request for classification, for those vessels constructed after these Rules entered into force, whereas, for those vessels constructed before these Rules entered into force, Tasneef may take into account the editions in force in the year when the vessel was constructed, unless the Administration does not agree.

- “Rules for the Classification of High Speed Crafts” in the following referred to as “**HSC Rules**”;
- “Rules for classification of ships” in the following referred to as “**Rules for Merchant Ships**”;
- “Rules for the classification of naval ships” in the following referred to as “**TASNEEFMIL**”;
- “Rules for the classification of ships with reinforced plastic, aluminium alloy or wooden hull” in the following referred to as “**Rules for non-steel Ships**”.

2 Application

These Rules contain general requirements applicable to all vessels and specific requirements related to vessels having specified dimensions and/or performing particular services.

Specifically, for the assignment of the service notations the requirements of Part E of these Rules are to be complied with, while for the assignment of the additional class notations the requirements of Part F of these Rules are to be complied with.

3 Applicability

3.1 Types of naval vessels

3.1.1 These Rules apply to vessels having a speed V , in knots, not less than $7,2 \nabla^{0,1667}$ (being ∇ the buoyant volume, in m^3 , corresponding to the design displacement) and length L , as per the definition given in the following in these Rules, not greater than 65 m.

3.1.2 Unless the Administration otherwise stipulates, Tasneef may accept that these Rules also apply to vessels having a length L greater than 65 m or to vessels having a speed less than that mentioned above, with the understanding that it has the right to establish the applicable parts and/or the variations to the requirements indicated in these Rules.

SECTION 3

GENERAL PRINCIPLES OF CLASSIFICATION

1 Principles of Classification

1.1 Meaning of classification, scope and limits

1.1.1 The classification consists of the following activities:

- the development of Rules, guidance notes and other documents relevant to the vessel, structure, material, equipment, machinery and any other item covered by such documents
- the examination of plans and calculations and the surveys, checks and tests intended to ensure that the vessel meets the Rules
- the assignment of class and issue of a Certificate of Classification, where the above Rules are met
- the periodical and occasional surveys performed to verify that the vessel in service meets the conditions for maintenance of class.

1.1.2 The Rules, surveys performed, reports, certificates and other documents issued by Tasneef, are in no way intended to replace or alleviate the duties and responsibilities of other parties such as Administration, Designers, Shipbuilders, Manufacturers, Repairers, Suppliers, Contractors or Sub-contractors. Tasneef cannot therefore assume the obligations arising from these functions, even when it is consulted to answer inquiries concerning matters not covered by its Rules, or relevant to other documents.

1.1.3 The activities of such parties which fall outside the scope of the classification as set out in the Rules, such as design, engineering, manufacturing, operating alternatives, choice of type and power of machinery and equipment, number and qualification of crew or operating personnel, lines of the vessel, trim, hull vibrations, spare parts including their number, location and fastening arrangements, life-saving appliances, and maintenance equipment, remain therefore the responsibility of those parties, even if these matters may be given consideration for classification.

The classification-related services and documents performed and issued by Tasneef do not relieve the parties concerned of their responsibilities or other contractual obligations expressed or implied or of any liability whatsoever, nor do they create any right or claim in relation to Tasneef with regard to such responsibilities, obligations and liabilities. In particular, Tasneef does not declare the acceptance or commissioning of a vessel or any part of it, this being the exclusive responsibility of the Owner.

1.1.4 The normal duties of Tasneef in respect of classification of the vessels owned by a Navy or Governmental Authority are to verify that the requirements given in its Rules are complied with. Tasneef does not deal with designs and any matters not considered in its rules or not included in its specific duties. Further, it reserves the right also to check and modify items not provided in its rules whenever it deems it necessary.

Inspections and calculations which are outside the scope of classification but concern specification requirements agreed between the Interested Parties may, however, be undertaken by Tasneef, at its discretion, on receipt of a request from the Interested Parties or on behalf of an Authority, provided the terms of the service required are clearly specified.

Vessels or parts thereof, which are novel in design, may be classed by Tasneef, by an experimental or permanent way, provided that a detailed report on them, accompanied with the necessary drawings, schemes, specifications and calculations be submitted to Tasneef and the Administration does not raise any contrary directions to that regard.

1.2 Treatment of reports and other documents as confidential

1.2.1 The reports drawn up by Tasneef Surveyors as well as other Tasneef documents are of a confidential character. Some of the above mentioned documents are forwarded to the interested parties that are entitled in accordance with the appropriate procedures in force. For the other documents, Tasneef reserves the right, if appropriate and on its judgment, to issue copies of them to the interested parties requesting them, which are entitled to or have equivalent agreement.

The reports and conclusions of surveys performed at the request of the Administration may immediately be communicated, without any specific authorization, to the Administration itself, which is however advised that those communications, where are not issued by the Tasneef Head Office, are to be considered preliminary, as they are subject to the consideration and approval of the latter.

1.3 Request for services

1.3.1 Requests for interventions by Tasneef, such as surveys during construction, surveys of vessels in service, tests, etc., are in principle to be submitted in writing and signed by the Interested Party. Such request implies that the applicant will abide by all the relevant requirements of the Rules, including its Preamble. Tasneef reserves the right to refuse or withdraw the class of any vessel for which any applicable requirement of the Rules is not complied with.

2 Rules

2.1 Effective date of entry into force

2.1.1 The effective date of entry into force of any amendments to the Rules is indicated on the inside front page of each Part of the Rules or in the corresponding Section.

2.1.2 In principle, the applicable Rules for assignment of class to a new vessel are those in force at the date when the contract for construction between the Owner and the shipbuilder is signed (see Note 1).

Note 1: Unless specified otherwise:

- 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 is normally to be declared to Tasneef by the party applying for the assignment of class to a new building.
- The date of "contract for construction" of a series of sister 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. For the purpose of this issue, sister vessels are vessels built to the same approved plans for classification purposes. The optional vessels will be considered part of the same series of sister vessels, if the option is exercised not later than one year after the contract to build the series was signed. Sister vessels may have minor design alternations provided such alternations do not affect matters related to classification.
- If a contract for construction is later amended to include additional vessels or additional options, the date of "contract for construction" for such vessels is the date on which the amendment to the contract is signed between the prospective Owner and the shipbuilder. The amendment to the contract is to be considered as a "new contract" to which a) and b) above apply.

2.1.3 Special consideration may be given to applying new or modified rule requirements which entered into force subsequent to the date of the contract, at the discretion of Tasneef and in the following cases:

- when a justified written request is received from the party applying for classification;
- when the keel is not yet laid and more than one year has elapsed since the contract was signed;
- where it is intended to use existing previously approved plans for a new contract.

2.1.4 The above procedures for application of the Rules are, in principle, also applicable to existing vessels in the case of major conversions and, in the case of alterations, to the altered parts of the vessel.

2.2 Equivalence

2.2.1 Tasneef may consider the acceptance of alternatives to these Rules, provided that they are deemed to be equivalent to the Rules to its satisfaction and the Administration is in agreement.

2.3 Novel features

2.3.1 Tasneef may consider the classification of vessels based on or applying novel design principles or features, to which the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to Tasneef. The specific limitations may then be indicated on the Certificate of Classification.

2.4 Interpretation

2.4.1 Tasneef alone is qualified to decide upon the meaning, interpretation and application of the Rules and other classification-related documents. No reference to the Rules or other classification-related documents has any value unless it involves, accompanies or follows the intervention of Tasneef.

2.5 Disagreement and appeal

2.5.1 Any technical disagreement with the Surveyor in connection with the performance of his duties should be raised by the Interested Party as soon as possible. The Interested Party may appeal in writing to Tasneef Head Office, which will subsequently consider the matter and announce its decision according to its established procedure.

3 Duties of the Interested Parties

3.1 Surveyors' interventions

3.1.1 Surveyors are to be given free access at all times to vessels, which are classed, or being classed, shipyards and works, to carry out their interventions within the scope of assignment or maintenance. Free access is also to be given to auditors accompanying the Tasneef Surveyors within the scope of the vertical audits as required in pursuance of Internal Quality System or as required by external organizations.

3.1.2 Interested Parties are to take the necessary measures for the Surveyors' inspections and testing to be carried out safely. Interested Parties - irrespective of the nature of the service provided by the Tasneef Surveyors or others acting on its behalf - assume with respect to such Surveyors all the responsibility of an employer for his workforce such as to meet the provisions of applicable legislation. As a rule, the Surveyor is to be constantly accompanied during surveys by personnel of the Interested Party. Refer also to Ch 2, Sec 2, [2.5] to Ch 2, Sec 2, [2.8] of Part A the Rules for the classification of ships.

3.2 Operation and maintenance of vessels

3.2.1 The classification of a vessel is based on the understanding that the vessel is loaded and operated in a proper manner by competent and qualified crew or operating personnel according to the loading, environmental, operating and other criteria on which classification is based.

In particular, it will be assumed that the draught of the vessel in operating conditions will not exceed that corresponding to the freeboard assigned or the maximum approved for the classification, that the vessel will be properly loaded taking into account both its stability and the stresses imposed on its structures and that cargoes will be properly stowed and suitably secured. That the speed and course of the vessel are adapted to the prevailing sea and weather conditions according to the normal prudent seamanship and that the vessel is operated in accordance with the applicable international and national regulations for the prevention and containment of marine pollution.

3.2.2 Any document issued by Tasneef in relation to its interventions reflects the condition of the vessel as found at the time and within the scope of the survey. It is the Interested Party's responsibility to ensure proper maintenance of the vessel until the next survey required by the Rules. It is the duty of the Interested Party to inform the Surveyor when he boards the vessel of any events or circumstances affecting the class.

3.3 Use of measuring equipment and of service suppliers

3.3.1 General

Firms providing services on behalf of the Interested Party, such as measurements, tests and servicing of safety systems and equipment, the results of which may form the basis for the Surveyor's decisions, are subject to the acceptance of Tasneef or Administration, as deemed necessary.

The equipment used during tests and inspections in workshops, shipyards and on board vessels, the results of which may form the basis for Tasneef Surveyor's decisions, is to be customary for the checks to be performed. Firms are to individually identify and calibrate to a recognized national or international standard each piece of such equipment.

3.3.2 Shipboard measuring equipment

The Surveyor may accept measuring equipment fitted on board a vessel (e.g. pressure, temperature or rpm gauges and meters) and used in examination of shipboard machinery and/or equipment based either on calibration records or comparison of readings with multiple instruments.

SECTION 4

CLASSIFICATION NOTATIONS

1 General

1.1 Purpose of the classification notations

1.1.1 The classification notations give the scope according to which the class of the vessel has been based and refer to the specific rule requirements, which are to be complied with for their assignment. In particular, the classification notations are assigned according to the type, service and navigation of the vessel and other criteria which have been provided by the Interested Party, when applying for classification.

1.1.2 The classification notations assigned to a vessel are indicated on the Certificate of Classification.

1.2 Types of notations assigned

1.2.1 The types of classification notations assigned to a vessel are the following:

- a) main class symbol
- b) construction marks
- c) service notations with additional service features, as applicable
- d) navigation notations
- e) operating area notations operative profile (optional)
- f) additional class notations (optional)

1.2.2 As an example, the classification notations assigned to a vessel may be as follows (the kind of notation shown in brackets does not form part of the classification notation indicated on the Certificate of Classification):

PC ✕

(main class symbol, construction marks)

rescue and maritime police

(service notation)

unrestricted navigation

(navigation notation)

✕ AUT

(additional class notation).

2 Main class symbol

2.1 Main class symbol

2.1.1 The main class symbol expresses the degree of compliance of the vessel with the rule requirements as regards its construction and maintenance. The main class symbol is compulsory and unique for every classed vessel.

2.1.2 The main class symbol **PC**, where the letters PC mean "*Patrol Class*", is assigned to vessels built in accordance with the requirements of the Rules or other rules recognized as equivalent, and maintained in a condition considered satisfactory by Tasneef.

3 Construction marks

3.1 General

3.1.1 The construction mark identifies the procedure under which the vessel and its main equipment or arrangements have been surveyed for initial assignment of the class. The procedures under which the vessel is assigned one of the construction marks are detailed in Ch 2, Sec 1.

3.1.2 One of the construction marks defined below is assigned separately to the hull of the vessel and its appendages, to the machinery installation, and to some installations for which an additional classification notation (see [7] below) is assigned.

The construction mark is placed after the main class symbol and before the additional class notation granted, when such a notation is eligible for a construction mark.

The construction marks refer to the original condition of the vessel.

3.2 List of construction marks

3.2.1 The mark ✕ is assigned to the relevant part of the vessel, when it has been surveyed by Tasneef during its construction in compliance with the new building procedure.

3.2.2 The mark ● is assigned to the vessel, when the latter has been classed after construction and deemed acceptable.

4 Service notations

4.1 General

4.1.1 The service notations define the type and/or service of the vessel, which have been considered for its classification, according to the request for classification signed by the Interested Party. At least one service notation is to be assigned to every classed vessel.

4.1.2 The assignment of any service notation to a new vessel is subject to compliance with general rule requirements laid down in Part B, Part C and Part D of these Rules and, for some service notations, the additional requirements laid down in Part E.

4.1.3 A vessel may be assigned several different service notations. In such case, the specific rule requirements applicable to each service notation are to be complied with. However, if there is any conflict in the application of the requirements applicable to different service notations, Tasneef reserves the right to apply the most appropriate requirements or to refuse the assignment of one of the requested service notations.

4.1.4 A service notation may be completed by one or more additional service features, giving further precision regarding the type of service of the vessel. For these features specific rule requirements are applied.

4.1.5 The service notations assignable to vessels are listed below:

- **maritime police**, assigned to vessels specifically intended for maritime police operation;
- **patrol**, assigned to vessels specifically intended for patrolling operation;
- **rescue**, assigned to vessels specifically intended for salvage and rescue operation; these vessels are to comply with the additional requirements in Part E, Ch 1;
- **fire fighting**, assigned to vessels specifically intended for fire fighting service; these vessels are to comply with the additional requirements in Part E, Ch 2;
- **special service**, assigned to vessels that, owing to the particular nature of their operations, are not covered by any of the service notations defined above. The requirements for the classification of these vessels will be considered by Tasneef on a case-by-case basis. After the notation, an additional service feature may be specified in order to highlight the particular service for which the vessel is intended (for example: **special service – training**).

5 Navigation notations

5.1 Navigation notations

5.1.1 A navigation notation defines, by means of distance from the shore, duration of voyages and/or sea and weather conditions, the vessel's navigation considered for the assignment of class according to the request for classification signed by the interested party. Every classed vessel is to be assigned one navigation notation.

5.2 List of navigation notations

5.2.1 The vessels to which these Rules apply may be assigned one of the following navigation notations:

- **unrestricted navigation** when the vessel is designed for extended navigations during which sea and weather conditions with winds superior to force 8 of the Beaufort Scale and significant wave height superior to 4 m may be met.
- **offshore navigation** when the vessel is designed for offshore navigations during which sea and weather conditions with winds not superior to force 8 of the Beaufort Scale and significant wave height not superior to 4 m may be met.
- **inshore navigation** when the vessel is designed for navigations in coastal waters during which sea and weather conditions with winds not superior to force 6 of the Beaufort Scale and significant wave height not superior to 2 m may be met.
- **special navigation**, assigned to vessels having navigation limits other than those defined above. The rules for the classification of such vessels will be considered by Tasneef on a case-by case basis.

5.2.2 In addition to the navigation notation, the limit operating notations considered by Tasneef for the classification, by means of significant wave height (**Hs**) dependent on the vessel's speed, may be indicated in an attachment to the Certificate of Class.

Furthermore, the maximum significant wave height (**Hsm**) considered for the structural scantlings may also be indicated.

6 Operative profile

6.1 General

The operative profile is assigned to vessels having limitations with regard to the continuous and intensive use of machinery and represents an index of the severity of use on the basis of which the vessel is designed and built.

The assignment of one of the operative profiles listed in [6.2] to a vessel is subject to the compliance with the general rule requirements laid out in Part C of these Rules.

6.2 List of operative profiles

The vessels having limitations with regard to the continuous and intensive use of machinery may be assigned one of the following operative profiles:

- **light duty**, for vessels intended for a light use;
- **medium duty**, for vessels intended for a moderate use.

The operative profile is determined by means of the specification of the following parameters:

- **O_A MAX**, maximum number of running hours per year expected for the vessel;
- **O_P MAX**, maximum number of running hours per year expected for the vessel with the main engines running at maximum power;

The use limitations for the operative profiles **light duty** and **medium duty** are defined in Table 1.

Table 1: Parameters relevant to the operative profile

Operative profile	O _A MAX	O _P MAX
light duty	≤ 1000	≤ 100
medium duty	≤ 3000	≤ 750

7 Additional class notations

7.1 General

7.1.1 An additional class notation identifies the classification of additional equipment or specific arrangement, which has been requested by the interested party.

7.1.2 The assignment of such an additional class notation is subject to the compliance with additional rule requirements, which are indicated here below.

7.1.3 Some additional class notations, due to the importance of relevant equipment or arrangements, are assigned a construction mark, according to the principles given in [3.1.2]. This is indicated in the definition of the relevant additional class notations.

7.1.4 The different additional class notations, which may be assigned to the vessels to which these Rules apply, are listed here below. At the request of the interested party other additional class notations indicated in Part A, Ch 1, Sec 2 of TASNEEFMIL or Rules for Merchant Ships may be assigned subject to the same conditions stipulated in those rules.

7.1.5 Automated machinery systems (AUT)

The additional class notation **AUT** is relevant to automated machinery systems installed on board vessels.

In compliance with [7.1.3], this notation is also assigned a construction mark, as defined in [3].

The requirements for the assignment of this notation are given in Part F of these Rules.

7.1.6 Damage stability (DAMS)

The additional class notation **DAMS** is assigned to vessels having subdivision so as to assure buoyancy and residual stability in the case of damage.

The requirements for the assignment of this notation are given in Part F of these Rules.

7.1.7 Unsinkability (UNSIK)

The additional class notation **UNSIK** is assigned to vessels having permanent buoyancy reserves so as to assure that the vessel remains floating also when it is completely flooded.

The requirements for the assignment of this notation are given in Part F of these Rules.

7.1.8 Self-righting vessels (SELF-RIGHT)

The additional class notation **SELF-RIGHT** is assigned to vessels having arrangements or characteristics so as to assure that the vessel will quickly and automatically self-right after capsizing.

The requirements for the assignment of this notation are given in Part F of these Rules.

7.1.9 Fire fighting equipment (FFQ)

The additional class notation **FFQ** is assigned to vessels specifically intended for and equipped to fight fires. These vessels are to comply with the additional requirements given in Part F of these Rules.

7.1.10 Removal of oily products (REC-OIL)

The additional class notation **REC-OIL** is assigned to vessels specially equipped with fixed installations and/or mobile equipment for the removal of oil from the sea surface and its retention on board, carriage and subsequent unloading.

These vessels are to comply with the additional requirements given in Part F of these Rules.

7.1.11 Compliance with MARPOL

The vessels that comply with the applicable requirements of the MARPOL Convention, with regard to the performed service, may be assigned the following additional class notations:

- MARPOL I, for vessels compliant with Annex I to MARPOL 73/78 Convention: pollution by oil;
- MARPOL II, for vessels compliant with Annex II to MARPOL 73/78 Convention: pollution by noxious liquid substances in bulk;
- MARPOL III, for vessels compliant with Annex III to MARPOL 73/78 Convention: pollution by harmful substances carried by sea in packaged form;
- MARPOL IV, for vessels compliant with Annex IV to MARPOL 73/78 Convention: pollution by sewage from ships;
- MARPOL V, for vessels compliant with Annex V to MARPOL 73/78 Convention: pollution by garbage from ships;

- f) MARPOL VI, for vessels compliant with Annex VI to MARPOL 73/78 Convention: prevention of air pollution from ships.

7.1.12 Lifting appliances (LA)

The additional class notation **LA** is assigned to vessels equipped with lifting appliances complying with the requirements of the Rules for loading and unloading arrangements and for other lifting appliances on board ships.

In compliance with [7.1.3], this notation is also assigned a construction mark, as defined in [3].

7.1.13 Crew safety and health (SAF-HEA)

The additional class notation **SAF-HEA** is assigned to vessels compliant with the applicable requirements of the following ILO Conventions:

- C 92: Accommodation of Crew, 1949
- C 133: Accommodation of Crew (supplementary provisions), 1970
- C 134: Prevention of accidents, 1970
- C 164: Health Protection and Medical Care, 1987.

7.1.14 Planned maintenance (PMS)

Where a planned maintenance scheme approved by Tasneef is adopted, the additional class notation **PMS** is assigned. The requirements for the assignment of this notation are given in Part F, Ch 2, App 7 of TASNEEFMIL.

Part A
Classification and Surveys

Chapter 2
**ASSIGNMENT, MAINTENANCE,
SUSPENSION AND WITHDRAWAL OF
CLASS**

SECTION 1 ASSIGNMENT OF CLASS

**SECTION 2 ASSIGNMENT, MAINTENANCE, SUSPENSION AND
WITHDRAWAL OF CLASS**

SECTION 1

ASSIGNMENT OF CLASS

1 General

1.1.1 Class is assigned to a vessel upon a survey, with the associated operations, which is held in order to verify whether it is eligible to be classed on the basis of these Rules.

This may be achieved through:

- the completion of the new building, during which a survey has been performed;
- a specific admission to class survey, in cases where a vessel is after construction.

1.1.2 For any part not explicitly detailed in this Rules it shall be applied the relevant part of TASNEEFMIL, Part A, Ch 2, Sec 1.

2 New building procedure

2.1 Vessels surveyed by Tasneef during construction

2.1.1 When a vessel is surveyed by Tasneef during construction, it is to comply with the requirements of these Rules.

2.1.2 Tasneef:

- approves the plans and documentation submitted as required by the Rules
- proceeds, if required, with the appraisal of the design of materials and equipment used in the construction of the vessel and their inspection at works
- carries out surveys or obtains appropriate evidence to satisfy itself that the scantlings and construction meet the rule requirements in relation to the approved drawings
- attends tests and trials provided for in these Rules
- assigns the construction mark in accordance with Ch 1, Sec 4, [3.2.1].

2.1.3 Equivalence of Rule testing under certain conditions

Notwithstanding the requirements of these Rules, Tasneef may, at its discretion and subject to conditions and checks deemed appropriate, accept certain materials, appliances or machinery which have not been subjected to rule testing.

2.2 Other cases

2.2.1 When the procedure adopted does not comply with that detailed in [2.1] but Tasneef deems that it is acceptable for the assignment of class, the construction mark ● is assigned in accordance with the provisions given in Ch 1, Sec 4, [3.2.2].

3 Vessels classed after construction

3.1 General

3.1.1 When the Administration applies to Tasneef for a vessel already in service to be admitted to class, the vessel will be admitted to class upon satisfactory surveys and verification of documentation.

The extent and scope of the surveys to be carried out and the list of documentation to be submitted by the Interested Party are indicated in [3.1.2] and [3.1.3].

3.1.2 Surveys

Surveys to be carried out are based on the age of the vessel and available documentation provided by the Administration relevant to the maintenance performed and verified by the Administration itself or other competent technical personnel.

The extent of these surveys is to be at least the following.

a) Surveys of hull:

- for vessels of age less than 5 years the survey is to have the scope of an annual survey;
- for vessels between 5 and 15 years of age, the survey is to include, in addition to the above, the inspection of a representative number of ballast spaces and a bottom survey in dry condition; if at the time of the admission to class survey there is evidence that a bottom survey in dry condition was carried out within the foregoing two and half years, consideration can be given to carrying out an in-water survey in lieu of the bottom survey in dry condition;
- for all vessels which are 15 years of age and above a class renewal survey including a bottom survey in dry condition is to be carried out.

b) Surveys of machinery:

A general examination of all essential machinery is to be held including at least the following:

- All pressure vessels are to be examined.
- Insulation resistance, generator circuit breakers, preference tripping relays and generator prime mover

Part A, Ch 2, Sec 1

governors are to be tested and paralleling and load sharing are to be tested.

- In all cases, navigating lights and indicators are to be examined and their working and alternative sources of power verified.
- Bilge systems, together with emergency fire pumps and remote controls for oil valves, oil fuel pumps, lubricating oil pumps and forced draught fans are to be examined under working condition.
- The main and all auxiliary machinery necessary for operation of the vessel at sea together with essential controls and steering gear is to be tested under working conditions. Alternative means of steering are to be tested.
- A short sea trial is to be held, at the Surveyor's discretion.
- Initial start arrangements are to be verified.

3.2 Documentation

3.2.1 As a rule, the documentation to be supplied is the following.

- a) Main plans:
 - General arrangement
 - Capacity plan
 - Hydrostatic curves
- b) Hull structure plans:
 - Midship section
 - Scantling plan
 - Decks
 - Shell expansion
 - Transverse bulkheads
 - Rudder and rudder stock
- c) Machinery plans:
 - Machinery arrangement
 - Intermediate, thrust and screw shafts
 - Propeller
 - Main engines, propulsion gears and clutch systems (or Manufacturer's make, model and rating information)
 - Bilge and ballast piping diagram
 - Wiring diagram
 - Steering gear system piping and arrangements and steering gear Manufacturer's make and model information
 - Fixed fire fighting systems diagram.

Alternative technical data may be accepted by Tasneef in lieu of specific items of the listed documentation not available at the time of the assignment of class.

3.2.2 Where appropriate within reasonable limits, a proven service record of satisfactory performance during a period of adequate length may be used as a criterion of equivalence. Special consideration will be given to ships of recent construction.

3.2.3 In addition, Tasneef may base its judgment upon documentation such as certificates issued or accepted by the Administration or by a recognized organization on its behalf; moreover, other documents and/or plans may be specifically required to be supplied to Tasneef in individual cases.

3.2.4 For vessels having a length less than 15 m, special consideration will be given to the extent of surveys and documentation to be supplied.

4 Date of initial classification and assigned period of class

4.1 Definitions

4.1.1 Date of build

For a new building the date of build is the year and month at which the new construction survey process is completed.

4.1.2 Date of initial classification for new buildings

As a general rule, for new buildings the date of initial classification coincides with the date of build.

4.1.3 Date of initial classification for existing vessels

In principle, for existing vessels the date of initial classification is the date of completion of the admission to class survey.

4.1.4 Period of class

Upon completion of the admission to class survey, based on the dimensions, service and navigation of the classed vessel, Tasneef, in agreement with the Administration, may assign a period of class not exceeding five (5) years, subject to class maintenance as per TASNEEFMIL – Part A, Ch 2, Sec 2.

When, according Part A, Ch 2, Sec 2, [1.1.3], a vessel is admitted to class maintenance scheme not complying TASNEEFMIL – Part A, Ch 2, Sec 2, Tasneef can assign a different period of class.

5 Reassignment of class

5.1.1 At the request of the Administration, a vessel, which was previously classed with Tasneef, subsequently withdrawn from class and has not been classed since, may have the class reassigned subject to an admission to class survey. If applicable and appropriate, account may be taken of any periodical surveys held in the former period of class with Tasneef.

SECTION 2

MAINTENANCE, SUSPENSION AND WITHDRAWAL OF CLASS

1 Maintenance of Class

1.1 General

1.1.1 Classed vessels are submitted to surveys for the maintenance of class.

1.1.2 The periodicity, extent and general procedure of surveys for the maintenance of class are those given in TASNEEFMIL – Part A, Ch 2, Sec 2.

1.1.3 Procedures for the maintenance of class other than those indicated in the foregoing [1.1.2] may be accepted by Tasneef on the basis of specific agreements or conventions with the Administration.

2 Suspension and Withdrawal of Class

2.1 Discontinuance of class

2.1.1 The class may be discontinued either temporarily or permanently. In the former case it is referred to as “suspension” of class, in the latter case as “withdrawal” of class. In both these cases, the class is invalidated in all respects.

2.2 Suspension of class

2.2.1 The requirements given in TASNEEFMIL – Part A, Ch 2, Sec 3 [1.2] apply.

2.3 Withdrawal of class

2.3.1 The requirements given in TASNEEFMIL – Part A, Ch 2, Sec 3 [1.3] apply.