

The following requirements either supersede those indicated in the Rules with the same number or are new. The additions are underlined and deletions stricken through.

CHAPTER 2 - ASSIGNMENT, MAINTENANCE, SUSPENSION AND WITHDRAWAL OF CLASS

SECTION 1 ASSIGNMENT OF CLASS

Modify the Section as follows:

1 General

1.1

1.1.1 (1/11/2014)

Class is assigned to an existing ship 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 (see Ch 1, Sec 1, [1.3.2]) ~~and for any topic not covered thereto, on the basis of the TASNEEFMIL Rules.~~ This may be achieved through a specific admission to class survey for existing ships; special consideration will be given to ships transferring class from another recognized Classification Society who have appropriate Naval (Military) Ship Rules.

1.1.2 The class of the ship will be assigned upon a preliminary review of the documentation listed in [3] and subsequent satisfactory completion of the surveys, the extent and scope of which are given below.

2 Admission to Class Survey

2.1

2.1.1 (1/11/2014)

The extent and scope of the Admission to Class Survey consists in a renewal survey as specified in Pt A, Ch 3, Sec 3 of TASNEEFMIL Rules with the scope of assessing the safety of the ships in respect of the embarked persons and expected operations.

2.1.2 (1/11/2014)

Thickness measurements are to be performed in accordance with Pt A, Ch 3, Sec 3, [2.5] and Pt A, Ch 2, App 2 of TASNEEFMIL Rules; the extension of the thickness measurements may be reduced at the surveyor's discretion for ships in good condition or when there is evidence of recent thickness measurements carried out under the responsibility of the Navy.

2.1.3 Bottom survey in dry condition is to be part of the renewal survey together with tailshaft survey; ~~however the dry docking of the vessel can be waived provided that in the ship's less than 15 years of age the bottom survey in dry dock has been carried out less than three years before the admission to class survey~~
the tailshaft is fitted with oil seal or continuous liner or is made of corrosion resistant material,
an underwater inspection of the hull and her appendages is carried out by specialized Navy divers.

2.1.4 Whenever sound evidence of routine and efficient maintenance is provided by the owner, the overhauling of equipment and machinery may be waived at the discretion of the surveyor.

2.1.5 ~~Defects or deficiencies and their repair~~ (1/11/2014)

~~Scope and extension of survey can be especially considered in case the ship has been classed by a QSCS Classification Society in accordance with appropriate Naval (Military) Ships Rules.~~

In general, all the compartments of the ship are to be inspected; for ships in good condition, the inspection of fuel tanks may be waived: ~~thickness measurement can be extended to the satisfaction of Tasneef surveyor for main structure and, if the ship is dry docked, to the side shell plating.~~

Pressure vessels, and safety valves are to be thoroughly examined.

2.1.6 In the case of modification or repair deemed necessary as a result of the survey, the Society may, in liaison with the Owner, and subject to conditions and checks deemed appropriate, accept certain materials, appliances or machinery which are neither new nor have been subjected to rule testing (see Sec 2, [6.3]).

3 Documentation

3.1

3.1.1 (1/11/2014)

As a general rule, the documentation to be supplied to the Society is not to be less than the following.

a) Main plans:

General arrangement

Capacity plan

- ~~— Loading cases, calculations of still water bending moments, and relevant documents, particulars of loading calculator and instruction booklet as per Society's requirements, according to the case~~
- Stability documents, only if the assignment of pertinent Additional Class notations has been requested by the Owner (See Part B, Chapter 3 of TASNEEFMIL Rules).

b) Hull structure plans:

Midship section

Profile and deck plan

Watertight bulkheads

Rudder and rudder stock

Shell expansion

Hatch covers.

c) Machinery plans:

Engine room general arrangement

Diagram of fuel ~~(transfer, service), system, bilge and ballast systems, ballast, lubricating oil, cooling, steam and feed, general service and starting compressed air piping system~~

Diagram of fire-fighting systems

Drawings of boilers and air receivers

Drawings of shaft line, reduction gear and propeller

Drawings of steering gear

- ~~– Torsional vibration calculations as per conditions laid down in Pt C, Ch 1, Sec 9 of TASNEEFMIL Rules. Such documents are required only for ships less than 2 years old or for older ships the system of which has been modified during the two years preceding the classification.~~

- ~~• Diagram of fuel (transfer, service), bilge, ballast, lubricating oil, cooling, steam and feed, general service and starting compressed air piping~~

d) Electrical installation plans:

~~Master plan of power distribution, lighting and~~ Diagrams of main and emergency power circuits

- ~~— Single line diagram of networks and switchboards~~

Location and arrangement of electrical equipment in hazardous areas.

Alternative technical data may be accepted by the Society in lieu of specific items of the listed documentation not available at the time of the transfer of class. In addition, the Society may, in liaison with the Owner, and subject to conditions and checks deemed appropriate, accept the plans and documentation approved by another QSCS Member Classification Society, as far as classification is concerned and according to the principle of equivalence of Rules in Ch 1, Sec 1, [2.2].

3.1.2 (1/11/2014)

The documentation listed in [3.1.1] is to be reviewed with the scope of:

- a) defining the most suitable class characteristics to be assigned, such as:
 - 1) navigation notation based on the global structural strength of the ship
 - 2) service notation and additional class notations based on specific features of the ship
- b) assessing the safety aspects of machinery and systems in respect of the embarked persons and foreseen operations, such as:
 - 1) safety of pressure vessels and connected systems
 - 2) safety of fuel systems
 - 3) safety of fixed gas fire-fighting system
 - 4) suitability for the intended purpose of the bilge system
 - 5) safety and suitability for the intended purpose of electrical main and emergency system

In this respect, equipment and systems of new installations or undergoing significant modification are to be in compliance with the TASNEEFMIL Rules as far as practicable and feasible in the Society's opinion.

~~3.1.2~~ **3.1.3** 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.

~~3.1.3~~ **3.1.4** For installations or equipment covered by additional service and/or class notations, the Society will determine the documentation to be submitted.

~~3.1.4~~ **3.1.5** The Society may base its judgement upon documentation such as certificates issued or accepted by the former Classification Society, if any. Moreover, other documents and/or plans may be specifically required to be supplied to the Society in individual cases.

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