

GUIDE FOR

VESSELS INTENDED TO CARRY COMPRESSED NATURAL GASES IN BULK APRIL 2005

NOTICE NO. 1 – July 2005

The following Changes were approved by the ABS Classification Committee (1-2/4 and 1-2/5) on 23 June 2005 and by the ABS Rules Committee (the rest of the changes) on 17 June 2005 and become **EFFECTIVE AS OF 1 JULY 2005**.

(See <http://www.eagle.org/rules/downloads.html> for the consolidated version of the Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk 2005, updated in July 2005, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction, unless otherwise noted. (See 1-4/2.2.)

CHAPTER 1 SCOPE AND CONDITIONS OF CLASSIFICATION

SECTION 2 SUSPENSION AND CANCELLATION OF CLASSIFICATION

(These Changes to the conditions of classification become effective on 1 July 2005.)

(Revise 1-2/4 as follows.)

4 Suspension of Class (1 July 2005)

Suspension of classification is a withdrawal of all representations by the Bureau as to a vessel or structure.

Class will be suspended and the Certificate of Classification will become invalid from the date of any use, operation or other application of any CNG carrier and its equipment for which it has not been approved and which affects or may affect classification or the structural integrity, quality or fitness for a particular use or service.

Class will be suspended and the Certificate of Classification will become invalid in any of the following circumstances:

- i) If recommendations issued by the Surveyor are not carried out by their due dates and no extension has been granted;
- ii) If Continuous Survey items which are due or overdue at the time of Annual Survey are not completed and no extension has been granted;
- iii) If the periodical surveys required for maintenance of class, other than Annual or Special Surveys, are not carried out by the due date and no Rule allowed extension has been granted; or
- iv) If any damage, failure, deterioration or repair has not been completed as recommended.

Class may be suspended, in which case the Certificate of Classification will become invalid, if proposed repairs as referred to in 1-9/1 of this Guide have not been submitted to the Bureau and agreed upon prior to commencement.

Class is automatically suspended and the Certificate of Classification is invalid in any of the following circumstances:

- i) If the Annual Survey is not completed by the date which is three (3) months after the due date, unless the vessel is under attendance for completion of the Annual Survey, or
- ii) If the Special Periodical Survey is not completed by the due date, unless the vessel is under attendance for completion prior to resuming trading.

Under “exceptional circumstances” (limited to such cases as unavailability of drydocking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions), consideration may be given for an extension of the Special Periodical Survey not exceeding three (3) months, provided the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out:

- Annual Survey; and
- Re-examination of recommendations; and
- Progression of the Special Periodical Survey as far as practicable; and
- In the case where drydocking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of Drydocking Survey not exceeding 36 months interval provided the vessel is without outstanding recommendation regarding underwater parts.

If the vessel is at sea on the Special Periodical Survey due date, consideration may be given for an extension of the Special Periodical Survey provided there is documented agreement to an extension prior to the due date, positive arrangements have been made for a Surveyor to attend the vessel at the first port of call, and the Bureau is satisfied there is technical justification for an extension; such an extension shall be granted only until arrival at the first port of call after the due date. However, if owing to “exceptional circumstances” the Special Periodical Survey cannot be completed at the first port of call, the Rule above for an extension of the Special Periodical Survey may be followed, but the total period of extension shall in no case be longer than three (3) months after the original due date of the Special Periodical Survey.

When a vessel is intended for a demolition voyage with any periodical survey overdue, the vessel’s class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the lay up or final discharge port to the demolition yard. In such cases a short term Class Certificate with conditions for the voyage noted may be issued provided the attending Surveyor finds the vessel in satisfactory condition to proceed for the intended voyage.

(Revise 1-2/5 as follows.)

5 Lifting of Suspension (1 July 2005)

Class will be reinstated after suspension for overdue surveys upon satisfactory completion of the overdue surveys. Such surveys will be credited as of the original due date. However, the vessel is disclassified from the date of suspension until the date class is reinstated.

Class will be reinstated after suspension for overdue recommendations upon satisfactory completion of the overdue recommendation. However, the vessel is disclassified from the date of suspension until the date class is reinstated.

Class will be reinstated after suspension for overdue Continuous Survey items upon satisfactory completion of the overdue items.

CHAPTER 3 SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS

SECTION 2 FREEBOARD AND INTACT STABILITY

(Add new Subsection 3-2/6, as follows.)

6 Onboard Computers for Stability Calculations (1 July 2005)

The use of onboard computers for stability calculations is not a requirement of class. However, if stability software is installed onboard vessels contracted on or after 1 July 2005, it should cover all stability requirements applicable to the vessel and is to be approved by the Bureau for compliance with the requirements of Appendix 3-3-A1, "Onboard Computers for Stability Calculations". The hardware is to be either approved in accordance with the recognized standards*, or at least two computers are to be nominated and specifically provided with software capable of performing stability calculations for the vessel.

* *Note:* A guideline on hardware approval is available from IACS Recommendations No. 48, 3.2 "Stand-alone Computer Hardware"