

RULES
R001CN02-2024



CHINA CLASSIFICATION SOCIETY

RULES FOR CLASSIFICATION OF SEA-GOING STEEL SHIPS

CCS RULE CHANGE NOTICE

Version: 2024. RCN No.2

Effective from 1 July 2024

Beijing

CONTENTS

Part One Provisions Of Classification

Part Two Hull

CCS Rule Change Notice For:
RULES FOR CLASSIFICATION OF SEA-GOING STEEL
SHIPS

PART ONE

CONTENTS

CHAPTER 2	SCOPE AND CONDITIONS OF CLASSIFICATION	1
Section 2	<i>RULES FOR CLASSIFICATION</i>	1
Appendix 1	<i>LIST OF CLASS NOTATIONS FOR SEA-GOING SHIPS</i>	1

CHAPTER 2 SCOPE AND CONDITIONS OF CLASSIFICATION

Section 2 RULES FOR CLASSIFICATION

2.2.7 Qualification of new technology applications

2.2.7.1 For the qualification of new technology products and relevant technology solutions that lack specific technical requirements and relevant criteria in the rules and relevant recognized standards, refer to CCS Guidelines for Qualification of New Technology Applications.

Appendix 1 LIST OF CLASS NOTATIONS FOR SEA-GOING SHIPS

Special Features Notations ^①		Table E
Class notation	Description	Technical requirements ^②
SGISC(X)	Sea-going ships engaged on international voyages complying with relevant requirements for second generation intact stability criteria given in 1-9-6 Section 9, Ch. 1, Pt. 2 of the Rules may be assigned this notation, where X represents one or more notations of each sub-elements specified as follows: PR_N: notation for the parametric rolling failure mode; PL_N: notation for the pure loss of stability failure mode; EA_N: notation for the excessive acceleration failure mode; DS_N: notation for the dead ship condition failure mode; SRB_N: notation for the surf-riding/broaching failure mode where: N=1, meaning all loading conditions comply with Level 1 vulnerability criteria; N=2, meaning all loading conditions comply with Level 2 vulnerability criteria; <u>N=M, meaning that there are loading conditions which do not meet the vulnerability criteria, and information on the stability of ship in waves has been prepared for the master.</u> Note: ships complying with requirements in Chapter 2, Part A of the 2008 Intact Stability (IS) Code are considered as automatically complying with level 1 vulnerability criteria for the dead ship condition failure mode. <u>Example of assignment:</u> SGISC (PL₂,DS₂) SGISC (PR₂,EA₁,DS₁) SGISC (PR₂,PL₂,EA₂,DS₂,SRB₁)	1-9-6 Section 9 , Ch. 1, Pt. 2 of the Rules
EVA	Simplified evacuation analysis Ships for which the design of escape routes, evacuation arrangements and evacuation performance are evaluated based on simplified evacuation analysis	Guidelines on Evacuation Analysis for

① For high speed craft complying with the provisions of the Rules for Classification of Sea-going Boats, the suffix (HSC) will be added after the type notation.

② The technical requirements listed in this Table are the basic ones for ships assigned to the notation; in other special cases involving ship types, special consideration is to be given by CCS according to the ship's specific conditions.

Class notation	Description		Technical requirements [®]
EVA (Adv)	Advanced evacuation analysis	Ships for which the design of escape routes, evacuation arrangements and evacuation performance are evaluated based on advanced evacuation analysis	Personnel of Passenger Ships

Special Equipment and System Notations

Table G

Class notation	Description		Technical requirements
Hybrid	Hybrid system	Ships with various sources of energy (excluding sails) which can serve as main propulsion power simultaneously, and which do not use lithium-ion batteries and energy type supercapacitors as propulsion power , this notation may be assigned.	Guidelines for Survey of Hybrid Ships Guidelines for Ships Applying Hybrid System
DP-N(CB/CR)	Closed Bus-Tied DP	Ships or offshore installations provided with closed bus-tie DP are assigned this notations, among which N should be 2 or 3:— Abbreviated CB and CR implies: CB— Bus bars are closed bus tied, but not ring type; CR— Bus bars are connected as closed ring type. CB,CR could not be assigned simultaneously—	Guidelines for closed bus tie DP
DP-N(CBV/CBNV)	DP systems based on closed bus bars	Ships or offshore installations provided with DP systems are assigned this notation, among which N should be 2 or 3:— Abbreviated CBV and CBNV imply: CBV— witnessing of closed bus bars on board; CBNV— witnessing of closed bus bars on board is not necessary. CBV,CBNV could not be assigned simultaneously—	Guidelines for DP Systems Based on Closed Bus Bars

CCS Rule Change Notice For:
RULES FOR CLASSIFICATION OF SEA-GOING STEEL
SHIPS

PART TWO

CONTENTS

CHAPTER 1	GENERAL	1
<i>Section 9</i>	<i>INTACT STABILITY</i>	1

CHAPTER 1 GENERAL

Section 9 INTACT STABILITY

1.9.1 General requirements

1.9.1.5 If class notation SGISC(X) is applied for, the provisions of 1.9.6 in this Section are to be complied with, where X means one or more suffixes, the meanings of which are as follows:

PR_N—parametric rolling failure mode;

PL_N—pure loss of stability failure mode;

EA_N—excessive acceleration failure mode;

DS_N—dead ship condition failure mode;

SRB_N—surf-riding/broaching failure mode.

Where: N=1, meaning all loading conditions in compliance with Level 1 vulnerability criteria; N=2, meaning all loading conditions in compliance with Level 2 vulnerability criteria; N=M, meaning that there are loading conditions which do not meet the vulnerability criteria, and information on the stability of ship in waves has been prepared for the master.

1.9.6 Second generation intact stability criteria

1.9.6.1 Ships are to comply with the vulnerability criteria for the corresponding failure modes in IMO MSC.1/Circ.1627. Ships complying with part A of the International Code on Intact Stability, 2008 are considered automatically complying with Level 1 vulnerability criteria for dead ship condition failure mode the relevant requirements of CCS Guidelines on Assessment of Ship Second Generation Intact Stability Criteria.