



TÜRK LOYDU RULE CHANGE SUMMARY

TL NUMBER: 03/2015

JULY 2015

Latest editions of TL Rules incorporate all rule changes. The latest rule revisions of a published rule are shown with a vertical line. Changes after the publication of the rule are written in red colour.

Please note that within this document added items are written in red and for deleted items strikethrough is applied. After the publication of relevant rule, those revisions are to be indicated with a vertical line. Following Rule Changes presented in English are also implemented into Turkish Version of Rules.

RULE CHANGE NOTICES

| Classification and Surveys | |
|----------------------------|---|
| <u>No</u> | <u>Item</u> |
| 01 | Section 2, General |
| Chapter 1 – Hull | |
| <u>No</u> | <u>Item</u> |
| 01 | Section 1, A.1 |
| 02 | Section 5, D.4.3 |
| 03 | Section 7, B.2.2, B.3.3, C.2.2, C.3.3 |
| 04 | Section 11, B.5 |
| 05 | Section 15, A.1.3, D.1.5, E.2.7 |
| 06 | Section 17, A.3.2 |
| 07 | Section 18, A.1.3 |
| 08 | Section 21, D. |
| 09 | Section 22, A.7.2 |
| 10 | Section 26, D.3.5.3 |
| 11 | Section 27, A.1.2 |
| 12 | Section 27, B.10 |
| 13 | Section 28, A.1.1 |

| | |
|---|--------------------------------------|
| 14 | Section 29, E.1 |
| Chapter 2 – Material | |
| <u>No</u> | <u>Item</u> |
| 01 | Section 3, General |
| 02 | Section 8, A.8.5.1 |
| Chapter 3 - Welding | |
| <u>No</u> | <u>Item</u> |
| 01 | Section 12, F. |
| Chapter 4 - Machinery | |
| <u>No</u> | <u>Item</u> |
| 01 | Section 2, L.3.1 |
| 02 | Section 5, C.5.2 |
| 03 | Section 6, Table 6.1 |
| 04 | Section 18, G.3.1 |
| Chapter 50 - Regulation for Lifting Appliances (TURKISH) | |
| <u>No</u> | <u>Item</u> |
| 01 | Section 2, General |
| 02 | Section 9, H., I. |
| Additional Rule - Unified Interpretations for the Implementation of ILLC 1966 and ILLC 1966-1988 | |
| <u>No</u> | <u>Item</u> |
| 01 | General |
| Additional Rule - Unified Interpretations for Life Saving Appliances | |
| <u>No</u> | <u>Item</u> |
| 01 | General |

CLASSIFICATION and SURVEYS

01. Section 2 - Classification

Revision Date: April 2015

Entry into Force Date: July 2015

Section 2 has undergone major revision. Revisions made in Section 2 may be summarised under nine articles:

1) Class notations given in Subsection D have been tabulated and their definition, application and applicable rules for survey and design requirements for ships assigned with relevant notation are also incorporated into those tables. TL mandatory and optional notations may be summarized as indicated in item D.1.2:

| Notation Nature | Definition | Relevant Rules / Tables |
|----------------------------|----------------------------------|---|
| Mandatory Notations | Construction symbol | Section 2 D.2.2 |
| | Main character of class | Section 2 D.2.3 |
| | Service area restriction | Section 2 D.2.4 |
| | Main ship types | Table 2.1 ÷ 2.11 and Table 2.13, 2.16, 2.17 |
| | Special service vessel types | Table 2.12 |
| | Survey scheme | Table 2.14 |
| | Damage stability | Table 2.15 |
| Optional Notations | Related to cargo | Table 2.18 ÷ 2.23 |
| | Related to service area | Table 2.24, 2.25, 2.26 |
| | Related to survey scheme | Table 2.27 |
| | Related to design features | Table 2.28 ÷ 2.32 |
| | Related to equipment and systems | Table 2.33 ÷ 2.46 |
| | Other optional notations | Table 2.47÷ 2.52 |

2) Definitions for Construction symbols given in item D.2.2 are revised as follows:

2.2 Construction symbols

The construction symbols are to be given as follows:

2.2.1 ~~The construction symbol + is to be given to ships constructed under the supervision of TL and with certification of materials, machinery and equipment required to be certified according to TL rules.~~
The construction symbol + is to be given to hull, machinery and/or special equipment (e.g. refrigerating installation) have been constructed under TL supervision and in accordance with the TL

Rules and with **TL** certification of components and materials requiring inspection, subject to the **TL Construction Rules**.

2.2.2 ~~The construction symbol (+) is to be given to ships constructed under the supervision of TL and without certification of materials, machinery and equipment required to be certified according to TL rules.~~ The construction symbol **(+)** is to be given to hull, machinery and/or special equipment (e.g. refrigerating installation) have been constructed under **TL** supervision and without **TL** certification of components and materials requiring inspection, subject to the **TL Construction Rules**

Note:

This notation is only applicable to machinery of all non- SOLAS ships and passenger ships of length less than 24 m which are engaged in domestic voyage.

2.2.3 ~~The construction symbol [+]~~ is to be given to ships constructed under the supervision of and in accordance with the rules of another recognized classification society and later assigned class with **TL**. For such ships the class notations which **TL** considers to have the equivalent intent is to be assigned. The construction symbol **[+]** is to be given to hull, machinery installation or special equipment have been constructed under the supervision of and in accordance with the rules of another recognized Classification Society and have later on been classed with **TL**. For such ships the class notations which **TL** considers to have the equivalent intent is to be assigned. Deviations from the **TL** Rules may be accepted.

2.2.4 ~~The ships which have been constructed under no classification will have non of the notations mentioned above.~~ **+, (+) or [+]** notations are not present in front of main class notations in case hull, machinery and/or special equipments are not constructed under supervision of **TL** or another recognised classification society but later assigned class by **TL**.

3) Definition of notations for seagoing ships is revised as follows:

2.4 Service area notations

2.4.1 Seagoing ships

The Notations may possibly be assigned on the basis of the seaway conditions prevailing in the respective service area (e. g. official seaway statistics).

Observance of the range of service boundaries is a prerequisite for validity of the Class. The service area restrictions as related to the assigned service area notation shall be included in the Class Certificate.

If requested, **TL** may agree to the range of service being extended for a limited period and/or with certain reservations. This will have to be documented.

An extended navigation notation may in no case be assigned to ships that are only suitable for trading in defined waterways as restricted by their overall design even if the strength of the hull is sufficient for a wider range of service.

...

4) Definition of the notation Inland Waterway Service – I notation is revised as follows (Item D.2.4.2.1):

2.4.2 Inland vessels

2.4.2.1 Inland Waterway Service – I

This notation applies to inland vessels, i.e. vessels intended for navigation in inland waters only and complying with the TL Rules, Chapter 19 – Inland / Coastal Ships.

Inland waters shall comprise:

- All of Europe's inland waterways,

~~- All of Europe's maritime waterways up to the boundaries of the sea, while considering the freeboard specified in each case,~~ All semi-maritime stretches of water up to wave height of 2 m

- Other waters showing comparable conditions.

Some lakes may present very similar navigation conditions to sea. Owner may prefer to state in each particular case if he wishes that the vessel is assigned an inland navigation notation or one of the navigation notations listed in D.2.4.1.

~~Observance of the boundaries generally fixed by official regulations is a prerequisite for validity of the class.~~ For inland vessels which proceed beyond the sea boundary within closely confined limits and which are consequently employed in areas exposed to seaway hazards, the range of service of the class may be extended subject to the conditions stated in the Construction Rules.

5) Definitions of the notations **GRAB [X]** (Table 2.4) and **G** (Table 2.20) are revised as follows:

GRAB [X]: For ships with the notation CSR and with holds designed for loading /discharging by grabs. In the notation X is replaced by the unloaded grab weight.

For ships with the notation CSR and BC-A or BC-B the notation GRAB [X], with an unladen grab weight X equal to or greater than 20 tons is mandatory.

For ships with the notation CSR and other related notations than BC-A or BC-B the Notation GRAB [X] is voluntary.

For ships without the notation CSR and with holds designed for loading/discharging by grabs, G Notation is assigned.

G: For ships with inner bottoms and/or coamings and longitudinal bulkheads strengthened for the use of grabs. Strengthening within the working range of grabs shall be in accordance with Chapter 1 Hull Section 27.

6) **CAR FERRY** and **TRAIN FERRY** notations have been incorporated into Table 2.1

| | | | | |
|--------------------|---|---------------|--|--------------------------------------|
| CAR FERRY | Ships designed for the transportation of motor vehicles (and possibly also passengers)engaged in ferry services | Car Ferries | - Part A (Chapter 1 – Hull, Chapter 2 – Material, Chapter 3 – Welding), - Part B (Chapter 4 - Machinery, Chapter 4-1 Automation, Chapter 5 – Electrical Installations), - All requirements related to the notation RO-RO PASSENGER SHIP | Classification and Surveys Section 3 |
| TRAIN FERRY | Ships designed for the transportation of railway wagons or locomotives (and possibly also passengers) engaged in ferry services | Train Ferries | - Part A (Chapter 1 – Hull, Chapter 2 – Material, Chapter 3 – Welding), - Part B (Chapter 4 - Machinery, Chapter 4-1 Automation, Chapter 5 – Electrical Installations), - All requirements related to the notation RO-RO PASSENGER SHIP | Classification and Surveys Section 3 |

7) A new item is introduced into Section 2 Subsection B as item 3.3.1.1.9 which is given below and subsequent items are renumbered as applicable:

...

3.3.1.1.9 In the context of applying items 3.3.1.1.4 and 3.3.1.1.5, as applicable, the anchors and anchor chain cables ranging and gauging for vessels over 15 years of age is not required to be carried out as part of the class entry survey unless the class entry survey is being credited as a periodical survey for maintenance of class. If the class entry survey is to be credited as a periodical survey for maintenance of class, consideration may be given by the gaining society to the acceptance of the anchors and anchor chain cables ranging and gauging carried out by the losing society provided they were carried out within the applicable survey window of the periodical survey in question.

3.3.1.1.910 In the context of applying items 3.3.1.1.1 to 3.3.1.1.8 above, as applicable,

...

8) Following note is added under “Table 2.13 b Maximum permitted operating conditions for high speed crafts” for the notations **OC1, OC2, OC3** and **OC4**:

*(1) Ships, which date of contract for construction before 01st July 2015, notations for maximum permitted operating conditions expressed in terms of significant wave height are added to the notations **HSC-PASSENGER A, HSC-PASSENGER B, HSC-CARGO** and **HSDE***

9) The rule names referred to for the notations **CSR** (in “Table 2.4 Ship type notations for bulk carriers” and “Table 2.7 Ship type notations for tankers, general”) are changed according to title of the Harmonised Rules as "IACS Common Structural Rules for Bulk Carriers and Oil Tankers"

Table 2.4 Ship type notations for bulk carriers

| Class Notation | Description | Application | Rule Requirement, Design (1) | Rule Requirement, Survey |
|----------------|---|-------------------|---|--------------------------|
| CSR | CSR class notation is assigned to ships contracted for construction on or after 1 st April 2006 and complying with the Rules of "IACS Common Structural Rules for Bulk Carriers and Oil Tankers" that are applied for structural design of bulk carriers with a length of 90 m or above. | CSR Bulk Carriers | -CSR Part 1 and Part 2 Chapter 1 - Part A (Chapter 1 – Hull, Chapter 2 – Material, Chapter 3 – Welding), - Part B (Chapter 4 - Machinery, Chapter 4-1 Automation, Chapter 5 – Electrical Installations), - Relevant requirements given in Part A Chapter 1 Hull that are not covered by IACS Common Structural Rules for Bulk Carriers and Oil Tankers | CSR Part 1 Chapter 13 |

Table 2.7 Ship type notations for tankers, general

| Class Notation | Description | Application | Rule Requirement, Design (1) | Rule Requirement, Survey |
|----------------|---|-----------------|---|--------------------------|
| CSR | CSR class notation is assigned to ships contracted for construction on or after 1 st April 2006 and complying with Rules of "IACS Common Structural Rules for Bulk Carriers and Oil Tankers" that are applied for structural design of tankers with a length of 150 m or above | CSR Oil Tankers | -CSR Part 1 and Part 2 Chapter 2 - Part A (Chapter 1 – Hull, Chapter 2 – Material, Chapter 3 – Welding), - Part B (Chapter 4 - Machinery, Chapter 4-1 Automation, Chapter 5 – Electrical Installations), - Relevant requirements given in Part A Chapter 1 Hull that are not covered by IACS Common Structural Rules for Bulk Carriers and Oil Tankers | CSR Part 1 Chapter 13 |

10) For cargo vessels of non conventional size the suffix "**<500GT**" shall be added to their ship type notation. For this purpose following provision is added under item D.2.5:

2.5 Ship types

...

For cargo vessels of non conventional size (i.e. less than 500 GT), the suffix "**< 500GT**" is to be attached to ship type notation (e.g. **GENERAL CARGO SHIP < 500 GT**). For such ships, "**TL Rule Part C Chapter 35 Tentative Rules for Ships less than 500 GT**" is to be applied.

PART A – CHAPTER 1 - HULL

01. Section 1 – General, Definitions

Revision Date: April 2015

Entry into Force Date: July 2015

The rule name referred to in item A.1 is changed according to title of the Harmonised Rules as "IACS Common Structural Rules for Bulk Carriers and Oil Tankers"

A. Validity, Equivalence

...

Hull structural design of bulk carriers with $L \geq 90$ m. contracted for construction on or after 1st April 2006 is to be carried out on the basis of ~~the IACS Common Structural Rules for Bulk Carriers~~ **the IACS Common Structural Rules for Bulk Carriers and Oil Tankers, Part 1 and Part 2, Chapter 1.**

Accordingly for double hull oil tankers with $L \geq 150$ m. ~~the IACS Common Structural Rules for Double Hull Oil Tankers~~ **the IACS Common Structural Rules for Bulk Carriers and Oil Tankers, Part 1 and Part 2, Chapter 2** are applicable from this date on. For these ships Section 28, A. is to be observed in addition.

...

02. Section 5 – Design Loads

Revision Date: May 2015

Entry into Force Date: July 2015

For ships engaged in sheltered water service (assigned with the notations K6, L1 and L2) some certain reductions are incorporated in item D.4.3.

03. Section 7 – Plating

Revision Date: May 2015

Entry into Force Date: July 2015

For ships engaged in sheltered water service (assigned with the notations K6, L1 and L2) some certain reductions are incorporated in items B.2.2, B.3.3; C.2.2, C.3.3.

04. Section 11 – Watertight Bulkheads

Revision Date: May 2015

Entry into Force Date: July 2015

For ships engaged in sheltered water service (assigned with the notations K6, L1 and L2) some certain reductions are incorporated in item B.5

05. Section 15 – Hatchways

Revision Date: May 2015

Entry into Force Date: July 2015

For ships engaged in sheltered water service (assigned with the notations K6, L1 and L2) some certain reductions are incorporated in items A.1.3, D.1.5, E.2.7.

06. Section 17 – Equipment

Revision Date: May 2015

Entry into Force Date: July 2015

For ships engaged in sheltered water service (assigned with the notations K6, L1 and L2) some certain reductions are incorporated in item A.3.2

07. Section 18 – Rudder and Manoeuvring Arrangement

Revision Date: May 2015

Entry into Force Date: July 2015

Section 18 item A.1.3 has been revised as follows:

...

1.3 The following requirements apply to ordinary profile rudders, without any special arrangement for increasing the rudder force, such as fins, flaps, steering propellers, etc. Rudders not conforming to the ordinary types will be subject to special consideration. These requirements do not apply to CSR Bulk Carriers.

Note: Bulk carriers contracted for construction between 1 July 2015 and 30 June 2016 are subjected to CSR-BC.

Rudder stock, rudder coupling, rudder bearings and the rudder body are dealt with in this Section.

The steering gear is to comply with Chapter 4, Machinery and Section 9.

...

08. Section 21 – Structural Fire Protection

Revision Date: June 2015

Entry into Force Date: July 2015

Content of Subsection “D. Rules on Fire Protection for Cargo Ships of less than 500 GT” is deleted and in its place, reference to Chapter 35 is added:

D. Rules on Fire Protection for Cargo Ships of less than 500 GT

Refer to Part C Chapter 35- Tentative Rules for Ships less than 500 GT-(Chapter 35-D-Fire Safety).

09. Section 22 – Corrosion Protection

Revision Date: May 2015

Entry into Force Date: July 2015

Item A.7.2 is revised as follows:

7.2 Corrosion Protection of Cargo Oil Tanks of Crude Oil Tankers

...

*For requirements applying to normal and higher strength Corrosion Resistant steels when such steel is used as the alternative means of corrosion protection for cargo oil tanks as specified in the performance standard MSC.289 (87) of Regulation 3-11, Part A-1, Chapter II-1 of the SOLAS Convention (Corrosion protection of cargo oil tanks of crude oil tankers), **Part A Chapter 2 Material Section 3 B.1.5 shall be applied.** ~~UR W30 will be applied which is to be uniformly implemented on ships contracted for construction on or after 1 January 2014 and when the application for certification of steel plates is dated on or after 1 January 2014.~~*

...

10. Section 26 – Stability

Revision Date: January 2015

Entry into Force Date: July 2015

Definition of θ_2 is incorporated into Section 26 D.3.5.3 as "Figure 26.3 Cargo loss".

11. Section 27 – Bulk Carriers

Revision Date: April 2015

Entry into Force Date: July 2015

The rule name referred to in item A.1.2 is changed according to title of the Harmonised Rules as "IACS Common Structural Rules for Bulk Carriers and Oil Tankers"

...

1.2 For hull structural design of bulk carriers with $L \geq 90$ m. contract for construction of which was signed on April 1, 2006 and after, ~~the IACS Common Structural Rules for Bulk Carriers~~ **the IACS Common Structural Rules for Bulk Carriers and Oil Tankers, Part 1 and Part 2, Chapter 1** are applicable.

...

12. Section 27 – Bulk Carriers

Revision Date: May 2015

Entry into Force Date: July 2015

Following revisions are made into Section 27 for strengthening for use of grabs (assignment of the notation **G**) and Section 27 B.10 is referred to in Section 7 C.7.3 and Section 15 C.2.1:

A.1.3 It is recommended to provide adequate strengthening or protection of structural elements within the working range of grabs. See also B.7.4 and B.9.6. For assignment of the Notation "G" into the certificate behind the character of classification, refer also to item B.10.

B.5.3.2 The thickness of the inner bottom plating will be determined according to following formula in connection with 9.7, if the notation "G" may be entered into the certificate behind the character of classification.

$$t_G = 0.28(M_{GR} + 50)\sqrt{ks} \text{ [mm]}$$

Where; MGR is the mass of unladen grab in tons, s is the spacing in m of ordinary stiffeners measured at midspan and k is material factor according to Section 3, A.2.

For strengthening of inner bottom plating within the working range of grabs, refer to item 10.1.

~~**B.9.6** The scantlings of the hatchway coaming plates are to be determined such as to ensure efficient protection against mechanical damage by grabs. The coaming plates are to have a minimum thickness of 15 mm. Stays shall be fitted at every alternate frame. The longitudinal hatchway coamings are to be extended in a suitable manner beyond the hatchway corners. In way of the hatchway corners full penetration welding by means of double bevel T joints or single bevel T joints may be required for connecting the coaming with the deck plating. (1)~~

B.9.7 Longitudinal bulkheads

~~Where longitudinal bulkheads exposed to grabs have got a general corrosion addition according to Section 3, B.9 of $t_k = 2.5$ mm. In connection with 5.3.2 and 9.6 the notation "G" may be entered into the certificate behind the character of classification.~~

B.10. Structural Protection for Use of Grabs

10.1 The thickness of the inner bottom plating will be determined according to following formula if the notation "G" may be entered into the certificate behind the character of classification.

$$t_G = 0.28(M_{GR} + 50)\sqrt{ks} \text{ [mm]}$$

Where; MGR is the mass of unladen grab in tons, s is the spacing in m of ordinary stiffeners measured at mid-span and k is material factor according to Section 3, A.2.

However t_G shall not be greater than 30 mm.

The stressing of horizontal plate fields depends mainly on the use of grabs; therefore, damage of plating cannot be excluded, even in case of compliance with the above provision.

10.2 The scantlings of the hatchway coaming plates are to be determined such as to ensure efficient protection against mechanical damage by grabs.

Wire rope grooving in way of cargo holds openings is to be prevented by fitting suitable protection such as half-round bar on the hatch side girders (i.e. upper portion of top side tank plates), hatch end beams in cargo hold and upper portion of hatch coamings.

The coaming plates are to have a minimum thickness of 15 mm. Stays shall be fitted at every alternate frame. The longitudinal hatchway coamings are to be extended in a suitable manner beyond the hatchway corners.

In way of the hatchway corners full penetration welding by means of double bevel T-joints or single bevel T-joints may be required for connecting the coaming with the deck plating. See also IACS Unified Interpretations SC 208.

10.3 Longitudinal bulkheads exposed to grabs have got a general corrosion addition according to Section 3, B.9 of $t_k = 2.5$ mm.

13. Section 28 – Oil Tankers

Revision Date: April 2015

Entry into Force Date: July 2015

The rule name referred to in item A.1.1 is changed according to title of the Harmonised Rules as "IACS Common Structural Rules for Bulk Carriers and Oil Tankers"

...

For double hull oil tankers and product carriers with $L \geq 150$ m. ~~the IACS Common Structural Rules for Double Hull Oil Tankers~~ the IACS Common Structural Rules for Bulk Carriers and Oil Tankers, Part 1 and Part 2, Chapter 2 are applicable.

...

14. Section 29 – Tugs

Revision Date: January 2015

Entry into Force Date: July 2015

Following provision is incorporated into item E.1 as follows:

E. Anchoring/ Mooring Equipment

1. Equipment Number

For tugs of unrestricted service, anchoring and mooring equipment are to be provided according to Section 17, B.

Upon requested by the owner for tugs with equipment number 205 or less, using of one anchor as indicated in Section 17 Table 17.1 or alternatively one anchor of one-half the mass indicated in the abovementioned table may be considered by special approval of TL.

...

PART A – CHAPTER 2 - MATERIAL

01. Section 3 – Rolled Steel Plates, Sections and Bars**Revision Date:** May 2015**Entry into Force Date:** July 2015

Following revisions are made in Section 3 for incorporation of provisions concerning corrosion resistant steels:

A.3. Approval

3.1 All materials are to be manufactured at works which have been approved by TL for the type and grade of steel which is being supplied. The suitability of each grade of steel for forming and welding is to be demonstrated during the initial approval tests at the steelworks. Approval of the steel works is to follow a scheme given in the Appendix A. For the steels intended for high heat input welding over 50 kJ/cm, the approval of the manufacturer is to follow a scheme given in the Appendix B. **For steels intended for a corrosion resistant designation, the approval of the manufacturer is to additionally follow the scheme given in Appendix C.**

...

B. 1.5 These requirements also apply to normal and higher strength Corrosion Resistant steels when such steel is used as the alternative means of corrosion protection for cargo oil tanks as specified in the performance standard MSC.289 (87) of Regulation 3-11, Part A-1, Chapter II-1 of the SOLAS Convention (Corrosion protection of cargo oil tanks of crude oil tankers). Corrosion Resistant steels as defined within this subsection are steels whose corrosion resistance performance in the bottom or top of the internal cargo oil tank is tested and approved to satisfy the requirements in MSC.289 (87) in addition to other relevant requirements for hull structural steels, structural strength and construction. It is not intended that such steels be used for corrosion resistant applications in other areas of a vessel that are outside of those specified in the performance standard MSC.289 (87) of Regulation 3-11, Part A-1, Chapter II-1 of the SOLAS Convention. These requirements apply to plates, wide flats, sections and bars in all grades up to a maximum thickness of 50 mm.

...

B.15.2 Steel plates that have complied with the requirements for corrosion resistant steel will be identified by adding a corrosion designation to the unified identification mark for the grade of steel.

The corrosion resistant steel is to be designated according to its area of application as follows:

- Lower surface of strength deck and surrounding structures; RCU
- Upper surface of inner bottom plating and surrounding structures; RCB
- For both strength deck and inner bottom plating; RCW

Example of designation:

A36 TM RCB Z35

15.23 The above particulars, but excluding the manufacturer's name or trade mark, where this is embossed on finished products, are to be encircled with paint or otherwise marked so as to be easily recognisable.

15.34 Where a number of light materials are securely fastened together in bundles the manufacturer may, subject to the agreement of TL, brand only the top piece of each bundle, or alternatively, a firmly fastened durable label containing the brand may be attached to each bundle.

15.45 In the event of any material bearing TL's brand failing to comply with the test requirements, the brand is to be unmistakably defaced by the manufacturer.

B.16. Documentation

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- For steel with a corrosion resistant steel designation the weight percentage of each element added or intentionally controlled for improving corrosion resistance.

...

- "Appendix C Procedure for Approval of Corrosion Resistant Steels for Cargo Oil Tanks" is annexed to Section 3.

02. Section 8 – Aluminium Alloys

Revision Date: April 2015

Entry into Force Date: July 2015

Item A.8.5.1 is revised as follows:

8.5 Corrosion testing

8.5.1 Rolled 5xxx-alloys of type 5083, 5383, 5059, 5086 and 5456 in the ~~H111, H112~~, H116 and H321 tempers intended for use in marine hull construction or in marine applications where frequent direct contact with seawater is expected are to be corrosion tested with respect to exfoliation and intergranular corrosion resistance.

...

PART A – CHAPTER 3 - WELDING

01. Section 12 – Welding of Hull Structures

Revision Date: February 2015

Entry into Force Date: July 2015

"Section 12 F. Welding Procedures, Welding Procedure Tests of Steels for Hull Construction and Marine Structures" is generally revised.

PART B – CHAPTER 4 - MACHINERY

01. Section 2 – Internal Combustion Engines

Revision Date: March 2015

Entry into Force Date: July 2015

The formula given in item L.3.1 is revised as follows:

...

3. Crankshaft Dimensions

3.1 The diameters of journals and crank pins are to be determined as follows:

$$d_k = 0.126 \cdot 0.216 \cdot \sqrt[3]{D^2 \cdot p_c \cdot C_1 \cdot C_W \cdot (2 \cdot H + f \cdot L)}$$

...

02. Section 5 – Main Shafting

Revision Date: March 2015

Entry into Force Date: July 2015

R_m is corrected as R_{mb} on the following formula in item C.5.2:

...

5.2 The bolts used to connect flange couplings are normally to be designed as fitted bolts. The minimum diameter d_s of fitted bolts at the coupling flange faces is to be determined by applying the formula:

$$d_s = 16 \sqrt{\frac{10^6 P_W}{n \cdot z \cdot D \cdot R_{mb}}}$$

...

03. Section 6 – Torsional Vibrations

Revision Date: April 2015

Entry into Force Date: July 2015

Table 6.1 Notes **(6)** and **(7)** are revised as follows:

...

(6) Subject to limitations as slot length (l)/outside diameter < 0.8 and inner diameter (di)/outside diameter < ~~0.8~~ **0.7** and slot width(e)/outside diameter > ~~0.10~~ **0.15**. The end rounding of the slot is not to be less than (e)/2. An edge rounding should preferably be avoided as this increases the stress concentration slightly.

The k and c_k values are valid for 1, 2 and 3 slots, i.e. with slots at 360 respectively 180 and respectively 120 degrees apart.

~~(7) $c_k = 0.3$ is a safe approximation within the limitations in (6). If the slot dimensions are outside of the above limitations, or if the use of another c_k is desired, the actual stress concentration factor (scf) is to be documented or determined from 2.6. In which case:~~

$c_k = 0.3$ is an approximation within the limitations in (6). More accurate estimate of the stress concentration factor (scf) may be determined from 2.6 or by direct application of FE calculation. In which case:

$$c_k = 1.45/\text{scf}$$

Note that the scf is defined as the ratio between the maximum local principal stress and $\sqrt{3}$ times the nominal torsional stress (determined for the bored shaft without slots).

...

04. Section 18 – Fire Protection and Fire Extinguishing Equipment

Revision Date: April 2015

Entry into Force Date: July 2015

Item G.3.1 is revised as follows:

3. Rooms for CO₂ Cylinders

3.1 Rooms for CO₂ cylinders ~~are may~~ not ~~to~~ be located forward of the collision bulkhead and shall, wherever possible, be situated on the open deck. Access should be possible from the open deck. CO₂ cylinder rooms below the open deck must have a stairway or ladder leading directly to the open deck.

...

PART D – CHAPTER 50 - REGULATION FOR LIFTING APPLIANCES (TURKISH)

01. Section 2 - Design and Calculation Principles

Revision Date: February 2015

Entry into Force Date: July 2015

Miswritings are corrected on Section 2.

02. Section 9 – Mechanical Parts

Revision Date: April 2015

Entry into Force Date: July 2015

New items have been added into rules as H. and I.

H. Examination of Drawings and Supervision of Construction**I. Documentation**

ADDITIONAL RULE - UNIFIED INTERPRETATIONS FOR THE IMPLEMENTATION OF ILLC 1966 AND ILLC 1966-1988

01. General

Revision Date: April 2015

Entry into Force Date: July 2015

UI LL79 (July 2014) Continuous hatchways (Regulation 36(6)) has been entered into the Rule.

ADDITIONAL RULE - UNIFIED INTERPRETATIONS for LIFE SAVING APPLIANCES

01. General

Revision Date: May 2015

Entry into Force Date: July 2015

The Additional Rule has been revised according to UI SC248 (Rev.1, Apr 2015) Greatest Launching Height for a Free-Fall Lifeboat (LSA Code 1.1.4)

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