



HRVATSKI REGISTAR BRODOVA CROATIAN REGISTER OF SHIPPING

Head office: 21000 SPLIT, Marasovićeva 67, P.O.B. 187, HRVATSKA (CROATIA)

Phone: + 385 (0)21 408 111

E-mail: tech.coord@crs.hr

Telefax: + 385 (0)21 358 159

Web site: www.crs.hr

REQUEST FOR CLASSIFICATION OF m/v _____, IMO No. _____ ACCORDING TO IACS TOCA

(please return the copy of this request, with duly completed page 3, directly to CRS Head Office,
Coordination Division, fax No. + 385 21 35 81 59 or e-mail: tech.coord@crs.hr)

Referring to request for _____ classification of subject vessel with _____
and the **CROATIAN REGISTER OF SHIPPING** (hereinafter referred to as: CRS) please be informed that the process of the dual or double classification of the vessel is to comply with the requirements of IACS PR1B. For that purpose the following requirements are to be fulfilled:

1. CRS will not accept a vessel into its class until the vessel is free from any overdue surveys or overdue recommendations / conditions of class.
2. Once the vessel has entered dual or double class arrangement, and when for any reason the Owner decides to leave the double or dual class arrangement and prior to withdraw CRS class or class of the other classification society, he is to inform both societies of his intended actions.
3. Also, once the vessel has entered dual or double class arrangement, and when the Owner is advised that the class of the vessel has been suspended or withdrawn, either by CRS or by other classification society, the Owner is to inform the remaining classification society without delay.
4. In addition to above stated the following applies for vessels entering **DOUBLE CLASS** arrangement only:

1. In the case of withdrawing the class of one of the Societies, validity of the Certificate of Class of the remaining Society maintaining its class is subject:
 - a) for vessels **less than 15 years of age** - to completion by the remaining Society of all overdue recommendations / conditions of class imposed by the withdrawing Society, at the first port of call at which surveys can be carried out and to completion by the remaining Society of all outstanding recommendations / conditions of class imposed by the withdrawing Society by the due date,
 - b) for vessels **15 years of age and over** - to completion by the withdrawing Society of all overdue recommendations / class and to completion by the remaining Society of all outstanding recommendations / conditions of class imposed by the withdrawing Society by the due date,
 - c) principles given in items a) and b) above apply to any additional recommendations / conditions of class issued against the ship, which were not included in the initial survey status provided by the withdrawing Society because they have arisen from the surveys carried out in close proximity to the request for class withdrawal.
Such additional recommendations / conditions of class, if received after the issuance of the Interim Certificate of Class or the confirmation of the validation of the Certificate of Class by the remaining Society and which are overdue, are to be dealt with at the first port of call at which surveys can be carried out by the remaining Society for vessels less than 15 years of age, or by the withdrawing Society for vessels 15 years of age and over.

2. The remaining Society will suspend the validity of its Certificate of Class, or other documents enabling the vessel to trade, if any overdue recommendations / conditions of class previously issued against the subject vessel by the withdrawing Society have not been satisfactorily completed by the remaining Society for vessels less than 15 years of age, or by the withdrawing Society for vessels 15 years of age and over, at the first port of call where surveys can be carried out. Exceptionally, when repair facilities are not available in the first port of survey, a direct voyage to a repair port may be accepted to complete surveys for overdue recommendations / conditions of class.

5. For vessels entering **DOUBLE CLASS** arrangement the initial survey of the vessel is to be performed to the following extent:

1. Survey of hull:
 - i) for vessels of age **less than 5 years** the survey is to take the form of an Annual Survey;
 - ii) additionally, for vessels between 5 and 10 years of age the survey is to include inspection of a representative number of ballast spaces;
 - iii) additionally, for vessels of **10 years of age and above but less than 20 years** of age, the survey is to include inspection of a representative number of cargo spaces;
 - iv) for vessels subject to UR Z10.1, Z10.2, Z10.3, Z10.4 or Z10.5 which are **15 years of age and above but less than 20 years** of age, the survey is to have the scope of a Special Survey or an Intermediate Survey, whichever is due next;
 - v) for all vessels, which are **20 years of age and above**, the survey is to have the scope of a Special Survey ^(Note 2);

- vi) in lieu of the requirements i) through v), the following apply for site specific purpose-built Floating Production and/or Storage Vessels:
 - for vessels of age less than 5 years, the survey is to have the scope of an Annual survey;
 - for vessels of age between 5 and 10 years, the survey is to include an Annual Survey and inspection of twenty percent of ballast spaces and twenty percent of cargo spaces;
 - for vessels of age between 10 and 20 years, the survey is to include an Annual survey and inspection of twenty percent of ballast spaces and twenty percent of cargo spaces;
 - for vessels over 20 years of age, the survey is to have the scope of a Special survey.
- vii) for site specific purpose-built Floating Production and/or Storage Vessels which have been converted from other vessels, the survey is to take the form of an Annual Survey and is to include inspection of twenty percent of ballast spaces and twenty percent of cargo spaces until 20 years have elapsed since conversion. After 20 years the survey is to have the scope of a Special Survey.
- viii) in the context of applying items iv) and v) above, if a dry-docking of the vessel is not due at the time of transfer, consideration can be given to carrying out an underwater examination in lieu of dry-docking.
- ix) in the context of applying items i) to viii) above, as applicable,
 - 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 thickness measurements taken by the losing society provided they were carried out within the applicable survey window of the periodical survey in question.
 - if the class entry survey is not to be credited as a periodical survey for maintenance of class, consideration may be given by the gaining society to the acceptance of thickness measurements taken by the losing society provided they were carried out within 15 months prior to completion of class entry survey when it is in the scope of a Special Survey, within 18 months prior to completion of class entry survey when it is in the scope of an Intermediate Survey.

In both cases, the thickness measurements are to be reviewed by the gaining society for compliance with the applicable survey requirements, and confirmatory gauging are to be taken to the satisfaction of the gaining society.
- x) In the context of applying iii) to viii) above, as applicable, tank testing 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.
- xi) In the context of applying i) to viii) above, as applicable, compliance with IACS Unified Requirements that require compliance at the forthcoming due periodical surveys (such as S26 and S27) are not required to be carried out/completed as part of the class entry survey unless the class entry survey is credited as a periodical survey for maintenance of class.

2. Survey of machinery installation, general examination of all essential machinery shall be held comprising the following:

- i) examination under working conditions of oil fuel burning equipment, boilers, economisers and steam/steam generators. The adjustment of safety valves of this equipment is to be verified by checking the records on the vessel,
- ii) all pressure vessels,
- iii) insulation resistance, generator circuit breakers, preference tripping relays and generator prime mover governors shall be tested and paralleling and load sharing to be proved,
- iv) in all cases, navigation lights and indicators shall be examined working and alternative source of power verified,
- v) bilge pumps, 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 conditions,
- vi) recirculating and ice clearing arrangements, if any,
- vii) the main and all auxiliary machinery necessary for operation of the ship at sea together with essential controls and steering gear shall be tested under working conditions. Alternative means of steering shall be tested. A short sea trial should be held at the discretion of CRS if the vessel has been laid up for a long period,
- viii) initial start arrangements shall be verified,
- ix) in the case of oil tankers, the cargo oil system and electrical installation in way of dangerous spaces shall be checked for compliance with the Rules of CRS. Where intrinsically safe equipment is installed, CRS shall satisfy himself that such equipment has been approved by the organisation recognised by CRS. The safety devices, alarms and essential instruments of inert gas system shall be verified and the plant generally examined to ensure that it does not constitute a hazard to the vessel.

6. For vessels entering **DUAL CLASS** arrangement the initial survey is to be performed in the scope of annual survey as a minimum.

7. Copies of the following technical documentation are to be provided to CRS as a prerequisite to obtaining a full term Certificate of Class:

1. Main documentation and documentation related to hull:

- a) general arrangement,
- b) capacity plan,
- c) hydrostatic curves, and ship's body lines,
- d) loading manual, where required,
- e) midship section,
- f) scantling plan,
- g) decks,
- h) shell expansion,
- i) transverse bulkheads,
- j) rudder and rudder stock,
- k) hatch covers.

2. Documentation related to machinery:
 - a) machinery arrangement,
 - b) intermediate, thrust and screw shafts,
 - c) propeller,
 - d) main engines, propulsion gears and clutch systems (or manufacturer make, model and rating information),
 - e) for steam turbine vessels, main boilers, superheaters and economisers (or manufacturer make, model and rating information) and steam piping,
 - f) bilge and ballast piping diagram,
 - h) steering gear systems piping and arrangements and steering gear manufacturer make and model information.
3. Torsional vibration calculations:
 - a) for ships less than two years old torsional vibration calculations are to be submitted.
4. Additional documentation for ships with ice class notation:
 - a) plans for flexible couplings and/or torque limiting shafting devices in the propulsion line shafting (or manufacturer make, model and rating information).
5. Additional documentation for oil tankers:
 - a) pumping arrangement at the forward and after ends and drainage of cofferdams and pump rooms,
 - b) general arrangements of cargo piping in tanks and on decks.
6. Additional documentation for ships with unattended machinery space:
 - a) instrument and alarm list,
 - b) fire alarm system,
 - c) list of automatic safety functions (e.g. slowdowns, shutdowns, etc.),
 - d) function testing plan.

In case that the Owner is unable to provide all of the required plans, the Owner is to authorise the other Society to transfer copies of these plans directly to CRS, upon request. In that case the other Society will invoice CRS and CRS will, in return, charge the associated costs to the Owner.

8. These requirements are applicable for the classification of the vessel only. Additional surveys and / or documentation may be necessary according to Flag State requirements.

9. For any additional information please contact CRS Head Office, Split, Croatia, Coordination Division, phone No. + 385 21 408 148, fax No. + 385 21 35 81 59, E-mail: tech.coord@crs.hr.

REQUEST FOR CLASSIFICATION TO THE FIRST CLASSIFICATION SOCIETY	
Name of the First Classification Society:	
Name of the vessel:	
IMO No.:	First Classification Society ID No.:
Flag:	
Date from which classification will apply:	
<p><i>Please be advised that we, as the Owners (Managers) of the vessel have decided to apply class arrangement on above-mentioned vessel with your Classification Society and with Croatian Register of Shipping. Therefore, we authorise Croatian Register of Shipping to obtain all necessary information, as requested by IACS PR1B. Also, you are kindly asked to send latest survey status, together with copies of documents listed in IACS PR1B, Annex 3, directly to Croatian Register of Shipping, Split, Croatia, fax. No. + 385 21 358 159 or to e-mail: tech.coord@crs.hr</i></p>	
Company's name and address:	
Name of the representative and position with the Owners (Managers):	
Date, stamp and the signature:	
<p><i>With filling-in of this request, above-signed agrees to comply and declares to be aware of IACS PR1B requirements applicable for class arrangement as stated in this document.</i></p>	