The role of classification societies in shipping

Γιώργος ΤΕΡΙΑΚΙΔΗΣ
Ποιός είμαι / Τι κάνω ;
My first time
We are a global classification, certification, technical assurance and advisory company.

OUR PURPOSE

TO SAFEGUARD LIFE, PROPERTY AND THE ENVIRONMENT
We call it the broader view

- Reducing uncertainty
- Increasing safety
- Improving efficiency
- Enabling sustainability
- Building trust

SAFER, SMARTER, GREENER
Industry consolidation
Global reach – local competence

- 150 years
- 350 offices
- 100 countries
- 14,000 employees
Industry sectors and focus areas

- MARITIME
- OIL & GAS
- ENERGY
- BUSINESS ASSURANCE
- SOFTWARE
- LIFE SCIENCES

Cybernetics and Software Testing

RESEARCH & INNOVATION
Committed to innovation

- **Investing 5% of our revenue** in research and innovation every year

- **Sharing knowledge** through standards and recommended practices

- **Collaborating with industry** partners and external experts

- **Providing foresight** studies
MARITIME IS OUR CORE BUSINESS
A trusted partner for more than 150 years

DNV GL has a strong presence in all ship type segments

Dedicated ship type expert teams supporting our clients worldwide

4,400 maritime staff worldwide (out of 14,000 staff Group-wide)

>2,000 Surveyors globally

200 Maritime offices worldwide
Main services to the maritime industry

- Ship and offshore classification
- Statutory services
- Advisory services
- Academy services
- Technology qualification
- Software
Short facts about us
Revenue and people by business area (as of 31.12.2015)

Revenue: 23,390 Million NOK

Employees: ~15,000
Highly skilled people all around the world

LEVEL OF EDUCATION

- Master: 42%
- Bachelor: 39%
- Basic education: 8%
- Doctorate / PhD: 6%
- 2-year college: 3%
- Technical / professional: 2%

87% have a PhD, Master or Bachelor degree

117 nationalities

- Norwegian: 2,165
- German: 1,847
- American: 1,594
- British: 1,268
- Chinese: 1,118
- Dutch: 885
- Indian: 718
- Korean: 495
- Italian: 405
- Polish: 373
- Brazilian: 313
- Singaporean: 259
- Danish: 252
- Malaysian: 246
- Spanish: 239
- Swedish: 190
- French: 179
- Japanese: 160
- Canadian: 141
- Mexican: 139
- Egyptian: 137
- Australian: 132
- Greek: 127
- Indonesian: 102
Τι είναι η ναυτιλία;
Ποντοπόρος ναυτιλία
Γιατί υπάρχουν πλοία;

- Λέγοντας «ναυτιλιακή βιομηχανία» ή γενικότερα «ναυτιλία», εννοούμε όλες τις δραστηριότητες που συνδέονται και υποστηρίζουν τις θαλάσσιες μεταφορές ανθρώπων και αγαθών.

- Πρόκειται για αναπόσπαστο στοιχείο των ειρηνικών διεθνών εμπορικών συναλλαγών της ανθρωπότητας.

- 90% του παγκόσμιου εμπορίου μεταφέρεται με πλοία.
MARITIME

Greek Shipping
Παγκοσμιοποιημένη βιομηχανία

- Χτίστηκε στην Κορέα
- Με δάνειο από την Αγγλία
- Διαχειρίζεται από Έλληνική εταιρία
- Ναυλωμένο από Ελβετούς
- Φορτίο ανήκει σε Άραβική εταιρία
- Θα ξεφορτώσει σε Ολλανδικό διυλιστήριο
- Έχει ασφαλιστεί σε Νορβηγική εταιρία
- Επιθεωρείται από Γερμανικό νηογνώμονα
- Πλήρωμα Ελλήνων, Φιλιππινέζων και Ουκρανών
Γιατί είναι σημαντική η Ελληνική ναυτιλία; 

...γιατί έχουμε τα παρακάτω:
- Το μεγαλύτερο στόλο στον κόσμο (σχεδόν 5,000 πλοία)
- Τον ακριβότερο στόλο στον κόσμο (84 δις δολλάρια)
- Τους πιο δραστήριους πλοιοκτήτες στον κόσμο (αγορές 2 δις και πωλήσεις 1 δις δολλαρίων)
- Τον στόλο με τα περισσότερα τάνκερ στον κόσμο (1,311)
- Τον στόλο με τα περισσότερα φορτηγά πλοία ξηρού φορτίου στον κόσμο (2,106)
- Αντιπροσωπεύει το 50% του εμπορικού στόλου της Ευρωπαϊκής Ένωσης (!!!)

Είμαστε για την παγκόσμια ναυτιλία ότι είναι...
- Η Βραζιλία και η Γερμανία για το ποδόσφαιρο
- Η Αμερική & το NBA για το μπάσκετ
- Η Silicon Valley για την τεχνολογία
- Η Wall Street για το χρηματιστήριο

...κάθε χρόνο !
Regional Ownership – Top Five Nations

Source: Clarksons Research
<table>
<thead>
<tr>
<th>Nationalities owning over 1% of World Fleet</th>
<th>2016</th>
<th>2015</th>
<th>2014</th>
<th>Annual Rate of Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greece</td>
<td>16.36%</td>
<td>16.05%</td>
<td>15.41%</td>
<td>3.05%</td>
</tr>
<tr>
<td>Japan</td>
<td>12.78%</td>
<td>13.19%</td>
<td>13.46%</td>
<td>-2.57%</td>
</tr>
<tr>
<td>China</td>
<td>8.87%</td>
<td>8.74%</td>
<td>9.47%</td>
<td>-3.24%</td>
</tr>
<tr>
<td>Germany</td>
<td>6.65%</td>
<td>7.13%</td>
<td>7.56%</td>
<td>-6.19%</td>
</tr>
<tr>
<td>Singapore</td>
<td>5.32%</td>
<td>4.97%</td>
<td>4.75%</td>
<td>5.84%</td>
</tr>
<tr>
<td>China, Hong Kong SAR</td>
<td>4.88%</td>
<td>4.63%</td>
<td>4.15%</td>
<td>8.39%</td>
</tr>
<tr>
<td>Korea, Republic of</td>
<td>4.40%</td>
<td>4.60%</td>
<td>4.60%</td>
<td>-2.20%</td>
</tr>
<tr>
<td>United States</td>
<td>3.36%</td>
<td>3.45%</td>
<td>3.35%</td>
<td>0.20%</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>2.88%</td>
<td>2.85%</td>
<td>2.73%</td>
<td>2.64%</td>
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<tr>
<td>Bermuda</td>
<td>2.70%</td>
<td>2.43%</td>
<td>2.24%</td>
<td>9.87%</td>
</tr>
<tr>
<td>Norway</td>
<td>2.69%</td>
<td>2.69%</td>
<td>2.55%</td>
<td>2.62%</td>
</tr>
<tr>
<td>China, Taiwan Province of</td>
<td>2.58%</td>
<td>2.51%</td>
<td>2.87%</td>
<td>-5.28%</td>
</tr>
<tr>
<td>France</td>
<td>2.35%</td>
<td>1.99%</td>
<td>1.68%</td>
<td>18.08%</td>
</tr>
<tr>
<td>Denmark</td>
<td>2.14%</td>
<td>2.12%</td>
<td>2.33%</td>
<td>-4.26%</td>
</tr>
<tr>
<td>Turkey</td>
<td>1.56%</td>
<td>1.61%</td>
<td>1.71%</td>
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<tr>
<td>Italy</td>
<td>1.27%</td>
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<td>India</td>
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<td>Switzerland</td>
<td>1.14%</td>
<td>1.04%</td>
<td>1.05%</td>
<td>4.19%</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>1.01%</td>
<td>1.06%</td>
<td>1.11%</td>
<td>-4.63%</td>
</tr>
</tbody>
</table>

Source: UNCTAD

Petrofin Research ©

December 2016
What is class?
The world we live in: some stakeholders

- Insurance
- Bank
- Port State Control
- Charterer & Vetting
- Shipowner
- Supplier
- Vessel & Crew
- Flag State
- Class
- Shipowner
In the real old days...

- Insurance premiums were high, even up to 20 %
- And losses were accordingly high
- The word “safety” had a **totally** different meaning...
Classification Societies - Origin

- Increase in international trade in the middle of the 18th Century.
- Insurers needed someone to establish safety standards for ships and to verify that the standards were complied with...
- In the second half of the 18th century: Lloyd's coffee house in London
- In 1760 a Committee was formed for this purpose, the earliest existing result of their initiative being Lloyd's Register Book for the years 1764-65-66.
- This publication attempted to classify the condition of the ship’s hull and equipment.
The condition of the hull was classified A, E, I, O or U, according to the state of its construction and its adjudged continuing soundness (or lack thereof).

Equipment was G, M, or B: simply, good, middling or bad. In time, G, M and B were replaced by 1, 2 and 3.

These are the origin of the well-known expression 'A1', meaning 'first or highest class'.

1A1

1A1 Tanker for Oil ESP E0 BIS TMON NAUTICUS (Newbuilding)

1A1 Bulk Carrier ESP ES(S) CSR BC-A E0 BWM-E(s, f) GRAB(20) COAT-PSPC(B) BIS HOLDS(2,4)MAY BE EMPTY TMON

1A1 ICE-C Tanker for Coal Tar and Oil Products with FP above 60°C and Asphalt/Bitumen ESP E0 INERT

1A1 Bulk Carrier ESP
The Class Concept

Classification Societies set **quality standards for hull, machinery and equipment** and verify that ships are built and maintained according to these standards.

Classification Societies, when **delegated by authorities**, verify that ships are designed, built, operated and maintained according to international and national maritime safety conventions.
The concept of classification caught on around the world.

- **Bureau Veritas (BV)** was founded in Antwerp in 1828, moving to Paris in 1832.
- 'Lloyd's Register of British and Foreign Shipping' was reconstituted as a self-standing 'classification society' in 1834; rules for construction and survey were published the same year.
- **RINA (RINA)** dates from 1861;
- **American Bureau of Shipping (ABS)** traces its origins back to 1862.
- Adoption of common rules by Norwegian insurance societies led to the establishment of **Det Norske Veritas (DNV)** in 1864.
- **Germanischer Lloyd (GL)** was formed in 1867
- **Nippon Kaiji Kyokai (ClassNK)** in 1899.
- The **Russian Maritime Register of Shipping (RS)** was an early offshoot of the River Register of 1913.

More recent foundations have been Yugoslav Register of Shipping (now the Croatian Register of Shipping (CRS)) in 1949, China Classification Society (CCS), 1956; Korean Register (KR), 1960; and Indian Register of Shipping (IRS), 1975.
Class as a Classification Society

- **Classification is a service that includes**
  - development of independent technical standards for design, construction and survey of marine related structures including ships
  - verification of compliance with same standards during construction of the unit
  - verification of compliance with same standards throughout the service life

- **A Classification society is an organization that offer above service.**
Rules development

Rules changed from being empirical, to be based on engineering principles, and now also including risk assessment options.
Class as a Classification Society

- Classification is a service that includes
  - development of independent technical standards for design, construction and survey of marine related structures including ships
  - verification of compliance with same standards during construction of the unit
  - verification of compliance with same standards throughout the service life

- A Classification society is an organization that offer above service.
Renewal survey hull: Must be completed within 3 months before due date. Surveys for RCH can be credited up to 15 months prior to due date. Ship must be “clean” (no CC’s or CA’s) to retain class.

Intermediate survey: To be completed concurrently with 2nd or 3rd annual survey. Commencement any time in the 18 month window.

Annual survey: Time window of 3 months on either side of due date.
What is statutory regulations
“...in all my experience, I have never...
Background Statutory Requirements

- April 15, 1912, “Titanic” sank, more than 1500 lives lost
- One of them was also her captain, Cpt. E. J. Smith.
- Result: SOLAS
Accidents have always influenced rules and regulations

**Examples:**
Titanic (1912)
**SOLAS (first edition)**
Herald of Free Enterprise (1987)
**SOLAS ‘90’, ISM**
Estonia (1994)
**SOLAS ‘95’**
History - Disasters trigger new Rules

Titanic (1912)  SOLAS (1929)
Amoco Cadiz (1978)  SOLAS / MARPOL 1978 Protocol
Herald of Free Enterprise (1987)  ISM / SOLAS Ch. II-1 / FSA
Exxon Valdez (1989)  OPA 90 / MARPOL
Scandinavian Star (1990)  SOLAS Ch. II-2
Bulk Carriers lost early 1990  SOLAS Ch. XII (1997)
Prestige (2002)  Erika Package III>Flag State/Pollution Liability
09. 11( 2002)  ISPS Code
Who is IMO?
International Maritime Law – An overview


International Maritime Organization (IMO)

United Nations

International Labour Organization (ILO)

Develop and update Conventions

Maritime Safety and Pollution Conventions

Vote on UN Resolutions and Conventions

Maritime States

As Flag State

As Coastal State

Registers ships and enforce state’s law

Port State Control – enforce laws on ships in coastal waters

Merchant ships (102 000 ships > 100 GT)

Develop and update Conventions

Maritime Human Resources Conventions

IACS submits advisory documents to IMO

Makes design rules and issue certificates

Class Societies

Ratify IMO Conventions

Ratify ILO Conventions
Committees and Sub-committees of IMO

Assembly (A)
- Maritime Safety Committee (MSC)
- Marine Environment Protection Committee (MEPC)
- Legal Committee (LEG)
- Technical Co-operation Committee (TCC)
- Facilitation Committee (FAL)

Council (C)
- Ship Design and Equipment (SDC)
- Ship Systems and Equipment (SSE)
- Navigation, Communications, Search and Rescue (NCSR)
- Human Element, Training and Watchkeeping (HTW)
- Implementation of IMO Instruments (III)
- Carriage of Cargoes and Containers (CCC)
- Pollution Prevention and Response (PPR)
Typical timeline for developing new regulations

Identification of area of concern

Development of rules

Adoption

Ratification

Entry into force

Normal operation

Level of activity

Impact assessments

Guidelines

Concept, design and feasibility studies

Technology development and qualification

Type approval

Statutory certificates

Influence

Implement

*Ratification is only applicable for new instruments, and not for amendments
## 2017 preliminary IMO Meeting programme (PROG/125)

<table>
<thead>
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<th>Month</th>
<th>Date 1</th>
<th>Date 2</th>
<th>Notes</th>
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<tr>
<td>January</td>
<td>2 – 6</td>
<td>(2nd, New Year holiday)</td>
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<td>9 – 13</td>
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<td>16 – 20</td>
<td>PPR 4</td>
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<td>23 – 27</td>
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<td>February</td>
<td>(30) – 3</td>
<td>HTW 4</td>
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<td>March</td>
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<td>April</td>
<td>3 – 7</td>
<td>FAL 41</td>
<td>(14th, Good Friday)</td>
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<td>10 – 14</td>
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<td>17 – 21</td>
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<td>24 – 28</td>
<td>LEG 104</td>
<td>(25-28)</td>
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<td>IOPC (24-25, 26 p.m.)</td>
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<td>May</td>
<td>1 – 5</td>
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<td>(1st, May Day)</td>
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<td>22 – 26</td>
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<td>June</td>
<td>(29) – 2</td>
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<td>(20th, Spring Bank Holiday)</td>
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<td>5 – 9</td>
<td>MSC 98</td>
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<td>12 – 16</td>
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<td>July</td>
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<td>24 – 28</td>
<td>C 118</td>
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<td>August</td>
<td>(31) – 4</td>
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<td>7 – 11</td>
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<td>September</td>
<td>(28) – 1</td>
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<td>(26th, Summer Bank holiday)</td>
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<td>4 – 8</td>
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<td>11 – 15</td>
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<td>25 – 29</td>
<td>III 4</td>
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<td>October</td>
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<td>LC 39/LP 12</td>
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<td>November</td>
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<td>20 – 24</td>
<td>C/ES 29</td>
<td>(25-24)</td>
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<td>December</td>
<td>(27) – 1</td>
<td>A 30</td>
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<td>4 – 8</td>
<td>A 30/C 119</td>
<td>(7)</td>
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<td>11 – 15</td>
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<td>18 – 22</td>
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<tr>
<td></td>
<td>25 – 29</td>
<td></td>
<td>(25th Christmas and 26th Boxing Day)</td>
</tr>
</tbody>
</table>
Terms related to Application and Implementation

Contract of Building, Construction (Keel laying or similar stage) and Delivery (Built)

Understanding of Statutory Implementation Scheme When three key dates are mentioned

<table>
<thead>
<tr>
<th>Implementation scheme</th>
<th>Conclusion on application</th>
</tr>
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<tbody>
<tr>
<td><strong>Contract</strong></td>
<td>NB (C)</td>
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<tr>
<td>Actural case Scenario</td>
<td><img src="image" alt="Diagram" /></td>
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<td>Actural case Scenario</td>
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</tr>
<tr>
<td>Actural case Scenario</td>
<td><img src="image" alt="Diagram" /></td>
</tr>
</tbody>
</table>
The 40 IMO Council Member States by regions
– Elected November 2015

Categories:
A - States with the most significant stakes in international shipping services
B - States with the biggest share of international seaborne trade
C - States which have special interests in maritime transport or navigation and ensure representation in all key geographical regions of the world
Who is IACS?
International Association of Classification Societies

- 10 members fulfilling membership criteria - classing 95% of the world fleet in tonnage - abt. 500 mill. grt.
- Promoting improvements of standards of safety at sea and prevention of pollution of the marine environment, by developing unified requirements, unified interpretation of Conventions, etc.
- Participation in the work of IMO
- Maintaining close connection with the world’s maritime industries
# IACS Membership

## Members

<table>
<thead>
<tr>
<th>Class</th>
<th>E-mail</th>
<th>Website</th>
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</thead>
<tbody>
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<td>ABS</td>
<td><a href="mailto:abs-worldhq@eagle.org">abs-worldhq@eagle.org</a></td>
<td><a href="http://www.eagle.org">http://www.eagle.org</a></td>
</tr>
<tr>
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Ungraded
DNV GL’s main relations

STATUTORY
Regulations

CLASS
Rules

Newbuilding

Ships in Operation

OWNER

SHIPBUILDER

IACS
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES

IMO

Ungraded
Owner’s duties

A 200 The customer’s obligations

201 In order to retain a vessel’s class with the Society, the customer shall:

— at all times, ensure that the vessel is maintained to the rule standard
— submit complete and correct information related to the vessel and its use, which is of significance to the Society for its assessment of the condition of the vessel in relation to the rules
— ensure that the vessel is competently handled
— subject the ship to unscheduled surveys when deemed necessary by the Society
— rectify deficiencies and carry out any Conditions of Class or Retroactive Requirement specified by the Society
— subject the vessel to surveys as required by the rules, and provide the necessary facilities for safe execution of surveys
— submit complete and correct information on the ownership and management of the vessel, addresses and corresponding administrative information pertinent to the register of vessels
— submit correct information on the registration of the vessel
— keep onboard and ashore a set of as-built drawings/documentation including subsequent alterations/conversions
— pay all fees and expenses due to the Society. The owner has, together with managers, charterers and operators, a joint and several liability for any such fees and expenses. If a request for services is made by any other party than the owner, that party will, in addition to the owner, be responsible for the payment of the relevant fees
— notify the Society when the vessel is laid up or otherwise taken out of service for a period of more than 3 months.

202 If the hull structure, machinery, systems or equipment covered by classification sustain damage to such an extent that it may be presumed to lead to a Condition of Class (see B300), the Society shall immediately be informed. The vessel shall be surveyed in the first port of call or according to instructions from the Society. The survey shall be of an extent considered necessary by the attending surveyor for ascertaining the extent of the damage.

203 If inspections by port or flag authorities reveal deficiencies related to certificates issued by DNV, the customer shall immediately notify the Society. In case of detention, the Society should be contacted for immediate attendance.
SOooo....

If class is ok then all the other parties are taken care of themselves...

... Right?
Accidents have always occurred - and will continue to do so !!!
So?

The owner's requirements are always right.
Ευχαριστώ πολύ για την προσοχή σας!

Γιώργος ΤΕΡΙΑΚΙΔΗΣ
George.Teriakidis@dnvgl.com

www.dnvgl.com