



## TÜRK LOYDU RULE CHANGE SUMMARY

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 SUMMARY

#### CLASSIFICATION AND SURVEYS

<u>No</u>	<u>Item</u>
01	<a href="#">Section 2</a>
02	<a href="#">Section 3</a>

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## CLASSIFICATION AND SURVEYS

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### 01. Section 2 – Classification

Revision Date: April 2020

Entry into Force Date: 1 May 2020

Item C. 2.10 was added and subsequent items were renumbered according to PR 1C Add. as below:

#### **2.10 Force Majeure**

Force Majeure means damage to the ship; unforeseen inability of TL to attend the vessel due to governmental restrictions on the right of access or movement of personnel; unforeseeable delays in port or inability to discharge cargo due to unusually long periods of severe weather, strikes or civil strife; acts of war; or other force majeure (e.g. pandemics).

Item C.5.2.5 was revised according to PR 1C Add. as below:

**5.2.5** If, due to circumstances reasonably beyond the owner's or TL's control as defined in 2.10, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed above, TL may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed for a period not exceeding three (3) months, to allow for completion of the surveys, provided TL:

- Examines the ship's records,
- Carries out the due and/or overdue surveys and examination of recommendations at the first port of call when there is an unforeseen inability of the opportunity where TL to attend the vessel in the present port is reasonably able to attend to complete the surveys, and
- Has satisfied itself that the vessel is in condition to sail for one trip to a discharge port and subsequent ballast voyage to a repair facility if necessary. (Where there is unforeseen inability of the TL to attend the vessel in the present port, the master is to confirm that his ship is in condition to sail to the nearest port of call.) satisfactorily continue in service for the agreed period, and
- Receives a signed statement from the master to confirm that their ship is in a condition to satisfactorily continue in service for the agreed period.

TL may postpone the surveys and issue interim/short term certificates as appropriate.

The surveys to be carried out are to be based upon the survey requirements at the original date due and not on the age of the vessel when the survey is carried out. Such surveys are to be credited from the date originally due.

If class has already been automatically suspended in such cases, it may be reinstated subject to the conditions prescribed in this item.

Table 2.27 was revised as below:

Class Notation	Description	Application	Rule Requirement, Design	Rule Requirement, Survey
IWS	For ships with its hull is specially prepared and equipped for in-water surveys		Part A Chapter 1 Section 22 and 25	Classification and Surveys Section 3 A.4.8, E.3

## **02. Section 3 – Surveys**

**Revision Date:** April 2020

**Entry into Force Date:** 1 May 2020

Item A.4.8.4 was revised as below:

**4.8.4** ~~In general,~~ Bottom survey for seagoing ships with accommodation for more than 12 passengers is to be carried out ~~in dry-dock~~ **yearly**. **The surveys of the outside of the ship's bottom are to be carried out in dry-dock at least twice in any 5 year period. The interval between bottom surveys shall not exceed 36 months. The remaining yearly surveys of the ship's bottom may be carried out in-water by an approved diving firm provided that the vessel has not sustained any grounding or contact damage since the previous bottom survey.**

**For passenger ships, which are not Ro-Ro passenger Ships, less than 15 years of age, the minimum number of inspections in dry dock of the outside of the bottom of a passenger ship may be reduced from two to one. The final permission for substitution with an In-water survey is subject to TL Head Office and Administration approval and this is to be valid for one substitution only. In such cases the interval between consecutive inspections in dry dock should not exceed 60 months.** More extensive Flag State Requirements regarding the substitution of the bottom survey in dry-dock shall be observed.

**For further information:**

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