



**SHIPS CLASSIFICATION MALAYSIA**

# SCM CIRCULAR

**TO SHIPOWNERS, SHIPYARDS, MASTERS,  
AGENTS AND RELEVANT INTEREST PARTIES**



**QUALITY MATTERS**

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TITLE	<b>SCM CLASSRULES V1P1C1 SUPPLEMENT 2017(2)</b>
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To All Owners, Managers, Ship Builder and Designer of Malaysian Vessels,

1. This SCMClassrules Volume 1, Part 1, Chapter 1, Supplement 2017(2) is issued by Ships Classification Malaysia (SCM) to highlight on the updates made to existing rules; Volume 1 - Rules for Ships in Operation and Newbuilding, Part 1 - Classification and Construction of Steel Ships, Chapter 1 – Classification and Survey Procedures.
2. This V1P1C1 Supplement 2017(2) hereby will be used in conjunction with the latest edition of SCMClassrules which in use at time of its release.
3. The V1P1C1 Supplement 2017(2) is included in this circular as **Annex 1**.

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**VOLUME 1**

# **SCM** *CLASSRULES*

**RULES FOR SHIPS IN OPERATION AND NEWBUILDING**

**Edition 2017**

**PART 1**

**CLASSIFICATION AND CONSTRUCTION  
OF STEEL SHIPS**

**CHAPTER 1**

**CLASSIFICATION AND SURVEY PROCEDURES**

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*Supplement 2017(2)*

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**SHIPS CLASSIFICATION MALAYSIA**

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## SECTION 2 - UPDATES

## CLASSIFICATION SYSTEMS AND PROCEDURAL REQUIREMENTS

01.	The ninth (.9) entry in <i>Table 2.8 - Additional Service Notation</i> for ESP is updated to relate to the latest revision of the Code (2011 ESP Code (Res.A.1049(27))).
02.	New addition at number twenty-first (.21) 'POLAR' entered in the same <i>Table 2.8</i> , is inserted to indicate vessel built complying to requirement of the Polar Code.
03.	The whole <i>Table 2.8</i> is revised and to appear as below :

*Table 2.8 - Additional Service Notation*

	Notation	Descriptions
.1	<b>BIS</b>	<b>Bottom In-Water Survey</b> The ship's hull and shafting system are specially prepared and equipped for carrying out bottom survey in floating condition.
.2	<b>BLK+</b>	General cargo ship where the design of cargo holds has been specially approved to carry cargoes in <i>bulk</i> .
.3	<b>CHS</b>	<b>Continuous Hull Survey</b> The ships (except ship with class notation ESP) hull and structure are surveyed based on continuous hull survey scheme as specified in <b>Sec. 3, 2.1.3.6</b> .
.4	<b>CON+</b>	General cargo ship carrying <i>containers</i> occasionally or as part of cargo only and equipped with the appropriate facilities.
.5	<b>ERS</b>	The ship's is registered with SCM for <b>Emergency Response Services</b> as per requirements of MARPOL.
.6	<b>ES</b> 1/2/3/4	Ship and machinery installations, which comply with the requirements of the Construction Rules relating to strengthening for navigation in <b>ice</b> , in accordance to Rules <b>Vol. 1/Pt. 1/Ch. 2/Sec. 15</b>
.7	<b>EXP</b>	Ships that have been built in accordance to local building standards for which sufficient <b>experience</b> has been the major contributor to the vessels design, construction, machinery arrangement and electrical installations. The acceptance of such a design would allow for deviations from SCM Classrules by which they are to operate only in domestic waters, within 10 nautical miles from land, up to the age of 15 years.
.8	<b>DS</b>	The ship's proof of subdivision and <b>Damage Stability</b> is ascertained by calculation for each compartment or group of compartments in accordance to characterizing proof of damage stability according to the applicable IMO/ National Codes summarized in <b>Table 2.9</b> .
.9	<b>ESP</b>	<b>Enhanced Survey Program</b> The ship's hull is surveyed according to 2011 ESP Code (Res.A.1049(27)) Guidelines for Enhanced Survey Program applicable for oil/product tanker, chemical tankers and bulk carrier above 500GT.
.10	<b>Freeboard</b> ...m	The ships' hull is dimensioned for a draught of less then the maximum permissible draught according to ILLC.
.11	<b>CBM</b>	<b>Condition Based Monitoring</b> systems Survey arrangement based on annual audits of condition monitoring as specified in <b>Sec. 3, 2.1.3.8</b>
.12	<b>CMS</b>	<b>Continuous Machinery System</b> The ships machinery equipment, components or parts are surveyed based on continuous machinery scheme as specified in <b>Sec. 3, 2.1.3.6</b> .
.13	<b>ER0</b>  • ERn • ERC	<b>Unmanned and/or centralized control of Machinery Space</b> The machinery installation is fitted with equipment where it does not require attendances for <b>24</b> hrs. • The machinery installation is fitted with equipment where it does not require attendances for <b>n</b> hrs. • The machinery installation is fitted with a permanently attended machinery control room for <b>centralized</b> control, remote control of the propulsion plant from the bridge or facilities for the vessel manoeuvring.

Table 2.8 - Additional Service Notation (Continued)

.14	PMS	<b>Planned Maintenance System</b> Survey arrangement based on annual audits of the PMS onboard as specified in <b>Sec. 3, 2.1.3.7</b> .
.15	TMS	<b>Tailshaft Modified Survey</b> The shafting system specially designed and arranged for prolongation of withdrawal of tailshaft up to max 10 years.
.16	DPS	<b>Dynamic Positioning System</b> The ship's is specially designed and equipped for maintaining her dynamic positioning according to the SCM Rules <b>Vol.1/Pt.9</b> .
	<ul style="list-style-type: none"> <li>• DPS1</li> <li>• DPS2</li> <li>• DPS3</li> </ul>	<ul style="list-style-type: none"> <li>• Non redundant.</li> <li>• Redundant.</li> <li>• Redundant, separate compartments.</li> </ul>
.17	FIFI 1/ 2/ 3	Installations which comply with the SCM rules for <b>fire-fighting ships</b> depending on the size and purpose of the equipment provided according to the SCM Rules <b>Vol.1/Pt.10</b> .
.18	INERT	Ships equipped with <b>inert gas systems</b> according to the SCM Rules or where the construction is considered to be equivalent.
.19	REFER+	Ship which is specially designed suitable for the carriage of <b>refrigerated containers</b> fully or partly.
.20	RIN	Ship equipped with <b>Refrigeration Installation</b> complying according to SCM Rules <b>Vol. 1/Pt. 1/Ch. 6</b> .
.21	POLAR	Ship which comply with the provision of the <b>Polar Code</b> (MSC.385(94)) , Solas Chapter XIV and associated Marpol Annexes relate to operation in Polar region.

End of V1P1C1 Section 2 - Updates