Contradiction between "UR A2 and CSR Double hull tanker"

CSR Double hull tanker	**UR A2 : Shipboard fittings and supporting hull structures associated with towing and mooring on conventional vessels**	**Remark**
Section 11 General Requirements **3.1.3 Supporting structure for mooring winches** 3.1.3.7 These requirements are to be assessed using a simplified engineering analysis based on elastic beam theory, two-dimensional grillage or finite-element analysis using gross scantlings. ….. **3.1.6 Supporting structure for bollards and bitts, fairleads, stand rollers, chocks and capstans** 3.1.6.9 These requirements are to be assessed using a simplified engineering analysis based on elastic beam theory, two-dimensional grillage or finite-element analysis using gross scantlings. ….	**A 2.0. Application and Definitions** The net minimum scantlings of the supporting hull structure are to comply with the requirements given in A 2.1.5 and A 2.2.5. The net thicknesses, t_{net}, are the member thicknesses necessary to obtain the above required minimum net scantlings. The required gross thicknesses are obtained by adding the total corrosion additions, t_c, given in A 2.4, to t_{net}. ….. **A 2.4. Corrosion Addition** The total corrosion addition, tc, in mm, for both sides of the hull supporting structure is not to be less than the following values: • Ships covered by CSR for bulk carriers and CSR for double hull oil tankers : Total corrosion additions defined in these rules • Other ships : 2.0	1. CSR for Double hull tanker rules apply to the vessel contracted for construction on or after 1 April 2006. 2. UR A2 requirements is to be implemented to ships contracted for construction from 1 January 2007. 3. CSR for tanker has to be revised for review of shipboard fittings supporting hull structures of ships contracted for construction from 1 January 2007.