
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part U

Intact Stability

2008 AMENDMENT NO.1

Rule No.13 27th February 2008

Resolved by Technical Committee on 30th November 2007

Approved by Board of Directors on 25th December 2007

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part U INTACT STABILITY

Chapter 1 GENERAL

1.1 General

1.1.1 Application

Sub-paragraph -1 has been amended as follows.

1 The requirements on intact stability (hereinafter referred to as “stability” in this Part) in this Part apply to ships which are 24 metres in length for freeboard and over. However, fishing vessels, mobile offshore drilling units and dynamically supported craft may be excepted.

Section 1.3 has been added as follows.

1.3 Marking of draughts

1.3.1 Marking of bow and stern draughts

Every ship is to have scales of draughts marked clearly at the bow and stern. In the case where the draught marks are not located where they are easily readable, or operational constraints for a particular trade make it difficult to read the draught marks, then the ship is to also be fitted with a reliable draught indicating system by which the bow and stern draughts can be determined.

EFFECTIVE DATE AND APPLICATION

- 1.** The effective date of the amendments is 1 January 2009.
- 2.** Notwithstanding the amendments to the Rules, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part U

Intact Stability

GUIDANCE

2008 AMENDMENT NO.1

Notice No.9 27th February 2008

Resolved by Technical Committee on 30th November 2007

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part U INTACT STABILITY

Annex U1.2.1 GUIDANCE FOR STABILITY INFORMATION FOR MASTER

1.3 The Details of each Content

1.3.10 General Data

Sub-paragraph -8 has been amended as follows.

8 Maximum permissible height of centre of gravity, etc.

The diagram by which the master is able to confirm easily that the stability of his ship complies with the requirements in **1.3.8** in any loading condition, given in the functions and format deemed adequate by the Society taking ship type and service area into account are to be supplied.

For an example, it is to be of the curve of minimum permissible G_0M (or maximum permissible KG_0) in which draught and G_0M (or KG_0) are respectively used as ordinate and abscissa. Where the minimum permissible G_0M (or maximum permissible KG_0) is determined from considerations related to the requirements in **Chapter 4, Part C** of the Rules, the minimum permissible G_0M ~~(or maximum permissible KG_0)~~ between the deepest subdivision ~~load line draught~~ and the partial subdivision ~~load line draught~~ and between the partial subdivision draught and light service draught is to be linearly varied respectively and, for intermediate draughts, values to be used is to be obtained by linear interpolation applied to such G_0M value. Furthermore, in this case, the minimum permissible G_0M (or maximum permissible KG_0) for draught below the partial load water line is to be of the value obtained in the calculation of subdivision index. Where the subdivision index is calculated for different trims, the minimum permissible G_0M (or maximum permissible KG_0) curves are to be established in the same way.

Sub-paragraph -9 has been added as follows.

9 Influence of Trims

The stability information is to show the influence of various trims in cases where the operational trim range exceeds +/- 0.5% of L_s specified in **4.1.2(6) Part C** of the Rules.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2009.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is the less.