
GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part V

Load Lines

GUIDANCE

2008 AMENDMENT NO.1

Notice No.9 27th February 2008

Resolved by Technical Committee on 30th November 2007

Notice No.9 27th February 2008

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

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

Part V LOAD LINES

V2 ASSIGNMENT OF FREEBOARD AND MARKING OF LOAD LINES

V2.1 General

V2.1.1 General

Sub-paragraph -2 has been amended as follows.

1 The Society accepts the freeboards assigned by the flag Administration of ships or its recognizing organization subject to the hull structure of ships being confirmed to have a sufficient strength for the draught corresponding to them.

2 When a freeboard is assigned to a ship under the instruction by the flag Administration according to the *International Convention of Load Lines, 1966* (before the modification by the *1988 Protocol*), the following *IACS Unified Interpretations* are to apply.

LL2, LL15, LL16, LL17, LL18, LL24, LL25, LL26, LL27, LL28, LL29, LL30, LL31, LL33, LL34, LL35, LL37, LL38, LL39, LL41, LL42, LL43, LL48, LL53, LL54, LL56, LL57, LL59, LL63, LL65, LL69, LL72

V2.2 Assignment of Freeboard and Marking of Load Lines

V2.2.1 Assignment of Freeboard

Sub-paragraph -10 has been added as follows.

10 In the application of the regulations of *ILLC*, where moonpools are arranged within the hull in open communication with the sea, the volume of the moonpool is not to be included in the calculation of any hydrostatic properties. An addition is to be made to the geometric freeboard, if the moonpool has a cross-sectional area that is larger above the waterline at 0.85 of freeboard depth than below, corresponding to the lost buoyancy. This addition for the excess portion above 0.85 of freeboard depth is to be made as prescribed for recesses in regulation 32-1. If an enclosed superstructure contains part of the moonpool, a deduction should be made from the effective length of the superstructure.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 April 2008.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.
*“contract for construction” is defined in IACS Procedural Requirement (PR) No.29 (Rev.4).

IACS PR No.29 (Rev.4)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.
For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
4. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.